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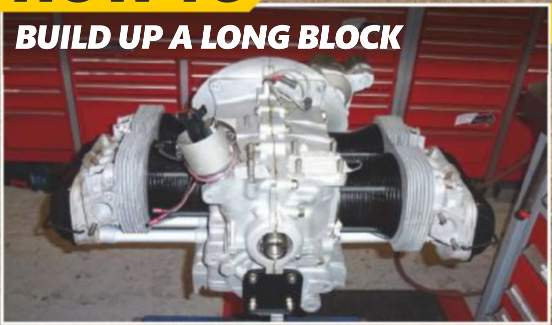

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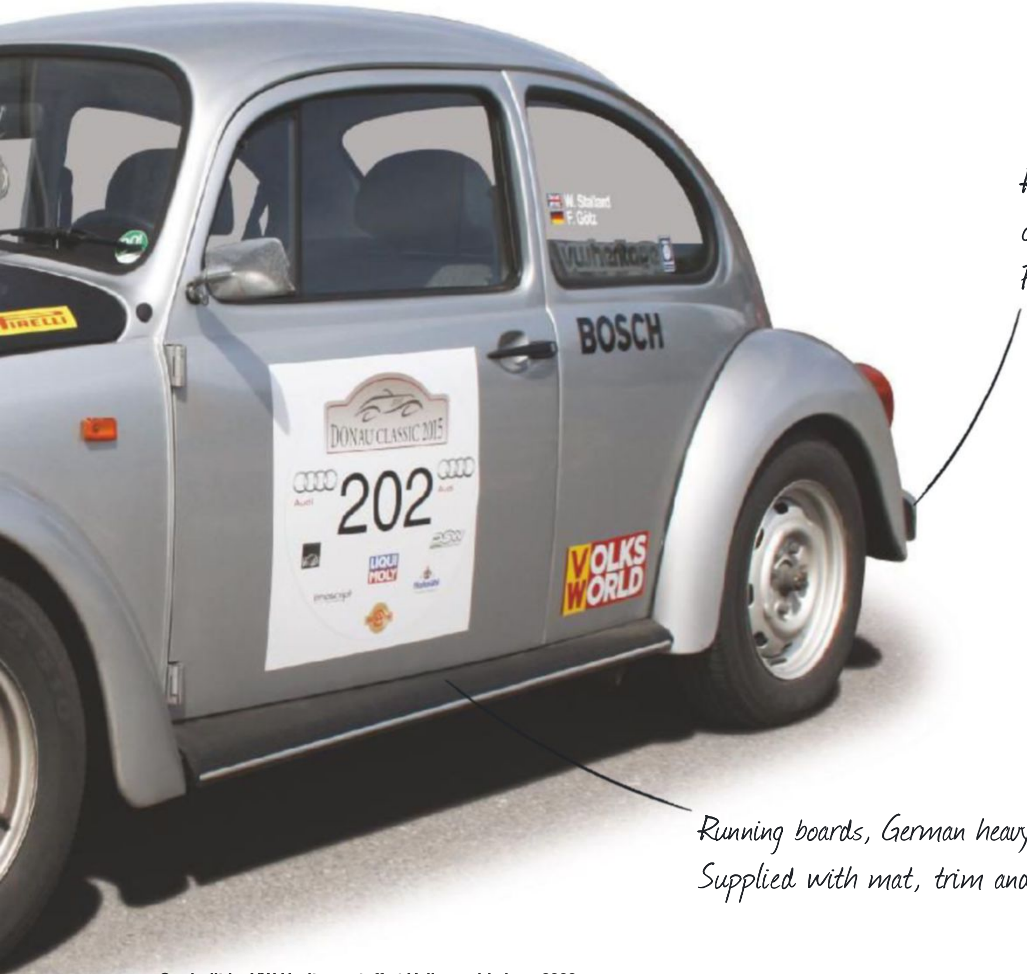
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PRACTICAL VolksWorld

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## WELCOME TO THE MAG

'One good turn deserves another' is one of those phrases that could be adapted to be the mantra for anyone who works on old cars. With a little tweaking, said phrase would become 'one simple job creates another' because, as we all know, that five-minute fix on the driveway inevitably snowballs into the mother of all ballaches, doesn't it?

You know how it is, you've got a dicky part, you've got the nice new replacement to go on in its place, but getting the old one off quickly descends into dismantling virtually the entire car to get the bastard off.

Then there are the broken fixings and fastenings (not that you're even being particularly cack handed, they simply perished at the thought of your spanner / screwdriver / hammer approaching them).

It's this more than anything else that's prevented more than one of us here from having our toys out to play so far this year. To be fair, I'm doing pretty well, the long-term renovation of the Penny Pincher has been purposely placed on the back burner as new interests have been acquired (namely another car and a motorcycle), but I've watched as both Steve and Jon have beavered away on one job or another, only for it to throw up another two, three, four, whatever, jobs along the way.

The glass half full types will all say it's simply part of the fun of old cars. I myself think that's bollocks. When the summer begins to fade and the nights start getting shorter, I find myself wishing I just had my car back on the road, not sat in the garage in a million pieces, with no idea of when it will be whole again. I suppose what I'm saying is I best pull my finger out! ■

James

**James Peene**
**Group editor**

## Classic Car Revivals

Exciting news from the guys at Classic Car Revivals (CCR) is that they are expanding into a new, much bigger workshop, still based in Baldock, Hertfordshire. Whatever your requirements, the friendly team at CCR can help turn your dreams into reality. So, whether you need a simple service or a complete bare metal restoration, call CCR on 01462 659833 or visit their website at www.classiccarrevivals.co.uk

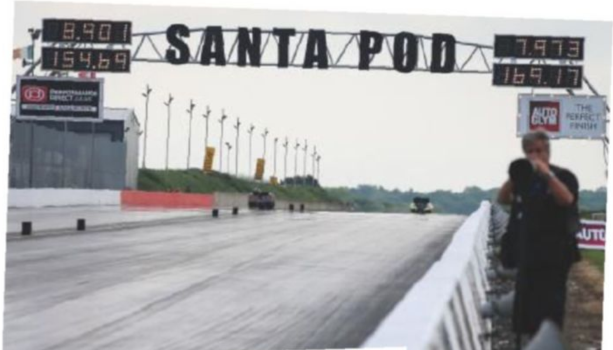
## Camping plots still available

All of us here are looking forward to welcoming you to Eastnor Castle over the weekend of August 7-9 2015. If you would like to camp, buy in advance or just turn up on the day. If you haven't got time to come for the whole weekend, why not just visit for the day, there's plenty going on to keep the whole family entertained. Postcode is HR8 1RQ. www.vwcamperandbus.com

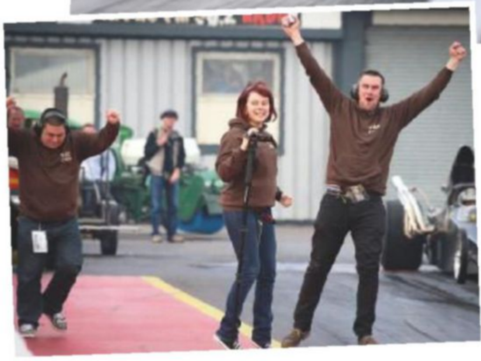
**Photos:** www.julianhunt.net

## In the sevens!

For those who didn't make it to the Main Event at Santa Pod in May, here's what went down when Richie Webb rolled into stage in his Yukon Yellow Beetle Cabriolet. The fella with the 9.1-litre Chevy-powered roadster alongside thought he had it in the bag but, just 7.973 seconds later, the win light came on in Richie's lane. Okay, so he massively broke out of the Super Comp 8.90 index he was running in but he didn't care about that as the 7.973 / 169mph run made it officially the quickest VW in Europe and the third quickest 'door' VW in the world (Richie went on to back it up with an 8.02 / 169). What makes it even more impressive is the turbocharged 2.6-litre, methanol-burning, tube-chassis'd car is all steel, bar the wings and decklid, has no aero modifications, a manual 4-speed 'box and foot-operated clutch. Fantastic work guys, we're proud of you.



^ That's right, 7.973 seconds at 169.17mph, in a Volkswagen!



< Needless to say, Richie's team were rather pleased. Next stop, the *world's* fastest VW...

# Driving lesson

## How being a passenger can change your opinion of driving

I have confessed to a number of things over the years in this column, some personal, some VW-related, but this month I'm going to hold my hands up and admit I haven't driven an air-cooled VW to a show for more years than I care to remember. In truth, I can't actually recall the last time I did, though I know it was in Dr. Gonzo, mine and Steve's chopped, I-beam-equipped Volksrod. The closest I've come in recent years is a passenger to EB-I in the jolly Bus, our old Early Bay Microbus, and, while that was a lot of fun, it's not quite the same as turning up in your own VW.

In my defence, I have something of an excuse in that, when attending shows is your job, rather than just your hobby, you do kind of need to make sure you get there, in good time, and get home again in time for the next impending deadline. In my youth, free of the shackles of such commitment, I set off for shows with scant regard for whether I'd ever make it or not, subconsciously enjoying the risk and the thrill of the potentially unexpected breakdown. And the buzz of being part of the descent upon a particular place in the country of hundreds, even thousands, of air-cooled VWs was a feeling I'll never forget. I remember one time arriving at *The VolksWorld Show* at Sandown Park so late on a Saturday that I didn't even have to pay to get in – not deliberately to save a few sheckles I should add, more as a result of an intermittent regulator – and with only just enough time to scurry round before setting off on the 2½-hour journey home again. There were other times in the glorious pre-mobile telephone age when I made it, only to spend the day searching among the rad short-equipped throngs at Santa Pod for the friends I had arranged to meet who, it later transpired, had never made it at all due to mechanical failings on their own trusty steeds.

But our recent team outing to this year's European Bug-In reminded me why it is so much more fun attending VW shows in a VW. And I don't mean cheating and going in your daily driver GTi. I was fortunate to be offered the only passenger seat in our good mate Carl Maher's Cal Look Oval. Unlike the rest of us, Carl actually achieved what we all said we'd do and got his car out of hibernation and back on the road in time for the trip. And with a 2.4-litre IDA motor, a Berg 5-speed and good company it was a hell of a ride.

^ The car's super cool, obviously, but what you can't see is the massive grins on both of our faces

> "It wasn't *my* car, but I bathed in the reflected glory"

**What do you think?**

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

Aside from the sheer thrill of the drive itself, right from the off we were on a VW adventure. We only passed one or two others similarly heading for Chimay on route to Dover, but immediately I felt part of the club. At the Channel Tunnel, we received appreciative nods and glances from other classic and performance car drivers, many of whom were no doubt on their own marque-specific missions. The toothless geezer that checked our passports before entering the train knew where we were going, and at the first fuel stop in France we were approached by a cheery young English couple telling us how much they loved the car. All of that paled into insignificance, though, alongside the feeling of arriving in Chimay and being ushered into a prime parking spot by the organisers, simply because we were in a car they deemed worthy of such treatment. Sure, it wasn't my car, but I bathed in the reflected glory, was overwhelmed by an immense sense of pride for Carl, and felt like we were genuinely a part of the show we were attending.

And, having now driven my new non-VW car to a number of non-VW events, I've realised that's the crux of it. I feel like I've been something of a fraud in recent years, but more it's because I think to truly support a show you really should attend in a vehicle that does just that. I fully appreciate there are times when the plan doesn't come together – my plans don't come together on a regular basis – but imagine a Bug Jam where everyone arrives in their daily driver. It wouldn't be Bug Jam at all.

In my experience, we Brits are guilty of this more than anywhere else in Europe. I well remember my first few overseas trips to events like VW Euro in The Netherlands, Le Bug Show in Belgium, Bug Run in Sweden or Bad Camberg in Germany and being blown away by the sheer numbers of air-cooled VWs in attendance, and the fact that almost nobody was in scruffy old shitters, let alone in non-VW dailies. It was clear it was a matter of pride to the Europeans and Scandinavians to have their VWs looking at their absolute best for the show. Aside from traders, you could count on a few hands the number of people that arrived in non-air-cooled VWs. It just wasn't the done thing.

Yes, it's the show cars that make the shows, and what most people go to see, but every year, as I stand on the rooftop terrace at Sandown Park and survey the club displays on the Grandstand Apron and the vast car park out the front, I am reminded that it's the people who park their cars out there, the people who make the effort to drive their air-cooled VWs to the show that really support the event, for without them the event is, well, a non-event. ■

Was this late model 1200 lowered or is it just the weight of the Buckaroo roofrack apparel?

Another one sporting a ton of accessories, along with a pair of boards. Surf's up dude

# Cruise to the Prom

## A trip to the seafront in Weston-super-Mare

**Words and photos** Alan Cooper

Now in its second year under new management, this grass roots event held early in the show calendar is popular with fans of the VW marque. Whilst it has continued to grow in size, attracting ever-increasing numbers of the newer Transporter crowd, the amount of older Germanic hardware in attendance ensures there is still plenty for classic VW fans, too.

The forecast for the Sunday this year was a bit grim, yet it didn't seem to have any detrimental impact on attendance, with the second highest ever number recorded. And as it turned out, the predicted rain storms seemed to skirt around the Promenade and Beach Lawns at Weston-super-Mare.

> "It was interesting to see the results of the peoples' choice style of voting"

With everybody parked up being entered into the show 'n' shine, and voting forms being handed out to people at random, it was interesting to see the results of this peoples' choice style of voting. Best of Show, for example, was awarded to Adrian Hartshorne's subtly tricked-up custom Caddy Van.

There was also a Spirit of Clive award, presented in memory of Clive Allen, without whose support this show would probably never have been given the opportunity to grow as it has. Jason Swan and his stunning 1303 Cabrio took this on its first show outing.

The day raised £4,750 for Emarty Academy and Kewstoke Community Farm, two small charities in the local area, in doing so ensuring yet another notch on the bedpost for all of those involved with the arrangement and organisation of the event.

Planning is already underway for next year's Cruise, which promises to be bigger and better again. ■

'73 Late Bay Devon on 17-inch Fuchs was a clean example

# EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

Early Bay Westfalia was of the 1972 variety, and proved to be a real head turner

Patina'd and denim lined, the kids were all over this fashionable Split

Mildly modified '65 Beetle in stock width front beam shocker!

Late Bug running black 8-spokes lost a few stealth points when the owner fired it up through that retro zoom tube

Late Bay Single Cab is a rare sight at any gathering, most having led a hard life and been scrapped years ago

What CTTP is all about – parking up, meeting up and chatting VWs

## EVENT LIST

### VW Northwest
**When:** August 2
**Where:** Tatton Park, Knutsford, Cheshire
**Web:** www.vwnw.co.uk

### Southern Counties Summer Cruise
**When:** August 2
**Where:** The Vyne School, Basingstoke
**Web:** facebook.com/southerncountiescruise

### Dub Vacation
**When:** August 3-9
**Where:** Stonham Barns, Suffolk
**Web:** www.dubvacation.com

### *Camper&Bus* Show
**When:** August 7-9
**Where:** Eastnor Castle, Ledbury, Herefordshire
**Web:** www.vwcamperandbus.com

### BeachBuggin'
**When:** August 9
**Where:** Southsea Common, Portsmouth
**Web:** www.beachbuggin.co.uk

### VW Festival
**When:** August 14-16
**Where:** Harewood House, Leeds
**Web:** www.vwfestival.co.uk

### Viva Skeg Vegas 9
**When:** August 14-16
**Where:** Revesby, Lincolnshire
**Web:** www.vivaskegvegasvw.co.uk

### VW Action
**When:** August 21-23
**Where:** Santa Pod, Wellingborough
**Web:** www.vwaction.co.uk

### Monkey Tree Buggy bash
**When:** August 21-23
**Where:** Monkey Tree Holiday Park, Newquay
**Web:** www.beachbuggy.info

### Cornwall VW Jamboree
**When:** August 28-31
**Where:** Stithians Showground, Cornwall
**Web:** www.cornwallvwoc.com

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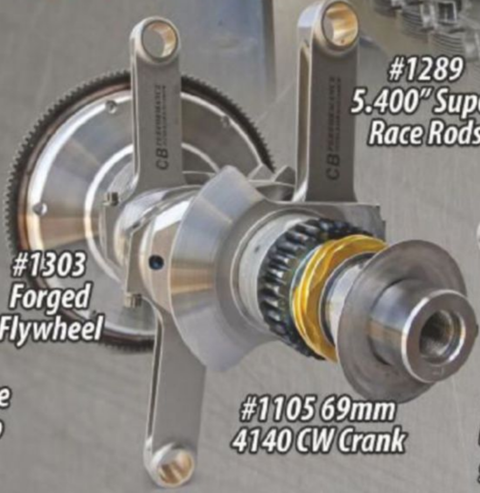

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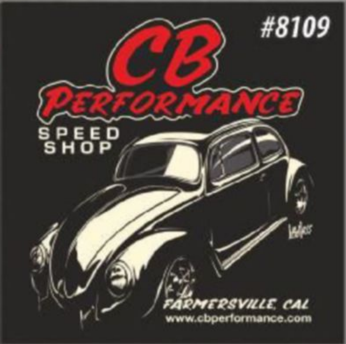
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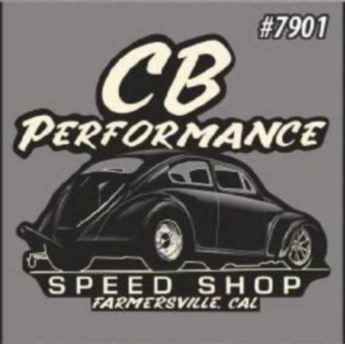
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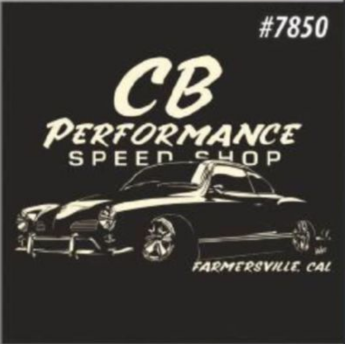
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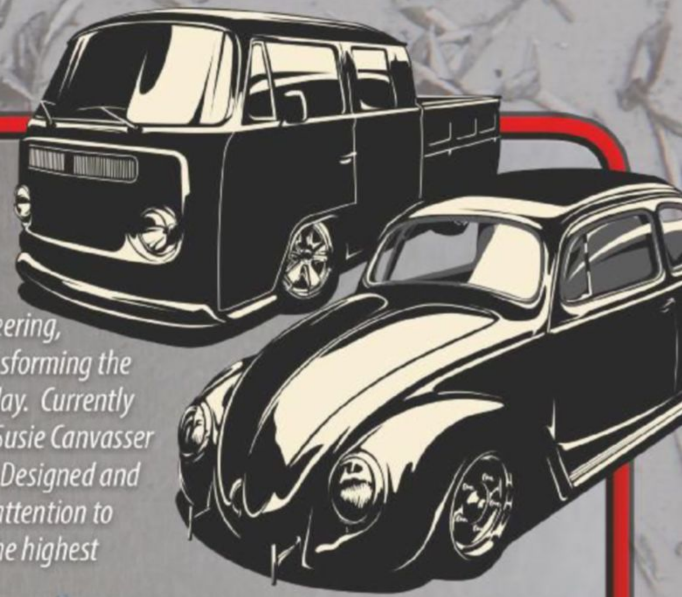

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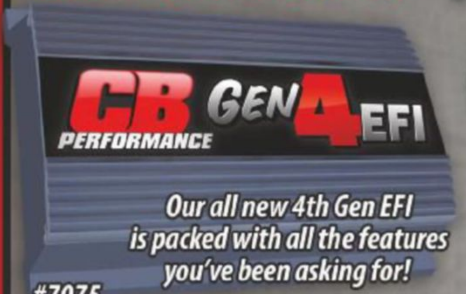
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# PRODUCTS

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**From:** **www.machine7.com** **Price:** **£37.15**

If you've got twin carbs, this is a must have tool. Why? Well let us explain.

With twin carbs, one carb feeds cylinders one and two, while carb two feeds cylinders three and four. If carb one pulls in more air and fuel than carb two, one side of your engine will try to run faster than the other side. This results in an engine that runs lumpy and out of balance – not good for performance, fuel economy or engine life. What an airflow meter (otherwise known as a carb balancer) does is show you how much air each choke of each carb is sucking in, enabling you to balance the airflow being pulled in by each side of the engine. Got it? Got twin carbs? Buy one!

## Check your brakes

**From:** **www.justkampers.com** **Price:** **From £5**

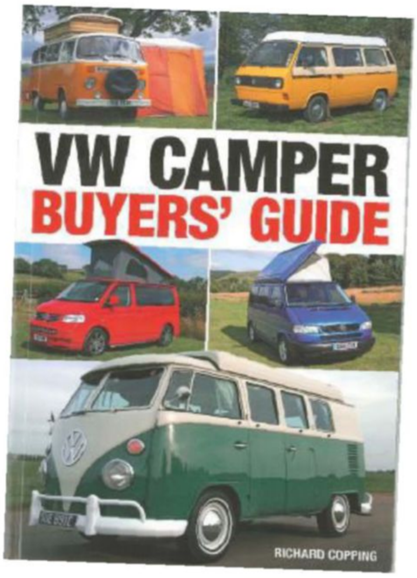
Let's face it, brakes are the most important parts of any car. Yet they're often the most overlooked, especially the rears as people are often scared of removing rear drums. So, do yourselves a favour, go out in the garage and check your brakes. If you're unsure of your capabilities, have a mechanic check them for you. Replacement parts are cheap and your life is expensive

## I'm so dizzy…

**From:** **www.vintagespeed.co.uk** **Price:** **£260**

Setting points gaps and kippered condensors are two of the biggest pains in air-cooled ownership, but fitting electronic ignition does away with this in one fell swoop. There are a variety of options available for anyone going down this route (and cheaper ones, too) but, if your dizzy is at all suspect and you want a pukka item that is truly fit and forget, you can't go wrong with one of these 123 Ignitions. They look like a regular dizzy, but are really high-tech inside, with 16 pre-mapped ignition curves (selectable by a switch), a variable dwell angle to prevent low speed overheating and they produce a bigger spark at all speeds. That means improved fuel consumption, better running and easier starting. A win, win, win situation

CE
-808=BLACK
+6/+12V=RED



## New boots

**From:** **www.justkampers.com** **Price:** **£3.75 each**

There's been a spate of rubber boots on track rod ends splitting prematurely. We've even experienced split boots on brand new track rod ends on cars that haven't left the garage!

With a split boot being an MoT failure, why not get under your VW and check yours now. Ignore a split one and you'll end up with a much more difficult and expensive job on your hands as you'll soon be replacing the track rod end itself. These replacement boots are cheap, easy to fit and are good for Splits, Bays and Beetles from '66 onwards

## *VW Camper Buyers' Guide*

**From:** **www.behemouthpublishing.co.uk**
**Price:** **£14.99** **ISBN:** **9780992876913**

However well you know your Campers, there are so many variants that it's good to have a handy, A5-sized reference book that cuts through all the confusion and explains what's what. This book by Richard Copping does just that. Covering the entire range from Split Screen to T5, this 224 colour page buyers' guide is comprehensive. The history is looked at, along with how useable the various generations are, how much they should cost, bodywork and mechanical issues to be wary of, customising options and the conversions available. Great stuff, I now know a Devon Moonraker isn't Roger Moore's 007 on holiday in Torquay

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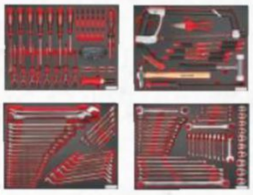

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# LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

## Letter of the month

## Off piste purchase

### Jim, Essex

Hiya, mag came today and I was impressed with the way the broad point was made in respect of buying for yourself / in budget / realistically – a well written piece by Mike Pye.

I probably agree because I too have been going through exactly that process and am yet to find the right VW project. I am limited only by what I am prepared to spend on a toy (I'm retired) and that precludes a pile of rot "just shipped from sunny California / I've got too many projects on". In fact, I have grown impatient and gone off piste for while (but it is air-cooled) with an early Citroën Dyane – which are even more basic than Dubs but as cheap as chips – to keep me busy.

*Hi Jim, thanks for the comments, and for taking the time to write in. I hope you are enjoying your new toy as much as I am enjoying mine, and don't ever be afraid to change lanes without indicating, it's what keeps life interesting. As it goes, there's more than a passing interest in old Citroëns amongst the VW fraternity – indeed, both Editor James and myself have fond memories of them from our student pasts – and many VW people will I'm sure agree the 2CV / Dyane / Ami / Méhari range are the next best thing to an air-cooled VW. – MP*

## Neighbourhood watch

### Jackie and Chris Richards, Kent

Hello Mike, it's your old landlords here – we hope you don't mind us contacting you at your work address, but it seemed appropriate, given the nature of our enquiry.

In short, as we head towards retirement we are seriously pursuing our ambition to acquire a VW Campervan. When we were growing up on the beaches of the Gower Peninsula in South Wales, the VW Split Screen was the ultimate envy of all beach bums, though we suspect that with our budget a Bay Window is probably a more realistic target today.

We have started to do some research and have come to the conclusion we would like something simple like a tin-top, air-cooled Bus. We do not really need a raised roof or a camping interior as we just want a Bus we can go to the beach in, sit and have a hot chocolate when we come out of the water and wave to everyone on the way home!

Key issues for us are safety and reliability. Whilst we know a bit about buildings, we are still in early days of learning about cars and, as this would be our first VW, we do not want to be overly ambitious, but to enjoy driving it whilst we learn a bit more about how it all works.

In terms of budget, we have set an initial one of around £10k, but would think carefully about stretching that a bit further for the right Bus. From a purely aesthetic point of view, we would love red under white, and not just because we are Welsh! We hope we are not being unrealistic in our hopes and expectations – please be honest if you think we are – but we have waited 40 years, so time is not the biggest issue at the moment.

Thanks in advance for your advice. In the meantime, we are enjoying learning a whole new vocabulary whilst reading the magazine!

*Hi guys, lovely to hear from you, and I am so pleased to hear you are going to fulfil your long-held dream of VW Campervan ownership. As I'm sure you've already worked out, it's a bit of a minefield and, with the current popularity of Campers these days, there are a lot of people looking to make a quick buck, so tread very carefully.*

*The first thing I always say to anybody considering taking their first steps into VW ownership is to do exactly what you're doing – research, research and more research. Time spent on the internet, reading books and speaking to owners of Buses is never wasted time. My next bit of advice involves spending a bit more money but again, in my opinion, it's money well spent. Now you have a rough idea of what you are looking for, hire one for a weekend, or a week, and go everywhere in it. You'll pretty soon know whether an air-cooled VW Bus is the one for you. Good luck! – MP*

## Power of the Atom

### Charles Adams, Atomwerk Engineering

Hi Mike, I was recently browsing through some past issues of *VolksWorld* and came across your article titled "Too low can you go?" I thought it was very good and brought to light an issue many people have not thought about until recently! One of the things that stood out to me was your point about riding on a component "outside of its level of tolerance." I appreciate your way of stating this. I laughed out loud when you stated you did things in your past "that would make an engineer weep."

I am not sure if you are aware of this, but properly engineered drop plates (and raise plates, respectively) are designed to put a VW down (or up) while keeping the spring plates, and therefore toe in, within the "level of tolerance" they were designed for. While this cannot rectify other extremely lowered VW issues such as premature brake drum or rotor [disc] wear and tyre wear (and the resulting inward steering that results), it certainly does a hell of a lot for extending tyre life and, more importantly, pointing your car straight, at least until excessive tyre wear occurs. If you've ever taken a drive on them, you would know what I mean. Anyway, I just thought I would send you an email thanking you for your work. Thank you!

*Hello Charles, in a bizarre bit of timing, the day before we received your email I had been looking at your website (www.atomwerk.org), having been pointed toward it by Frank Cesares during conversations about his '58 Beetle in this very issue. I was impressed by your website and, though having had no experience of them I cannot vouch personally for your products, I like the fact you are looking for different, properly engineering solutions to the age-old problem of making a lowered VW handle safely. Keep up the good work,and keep us informed of any new products you develop. – MP*

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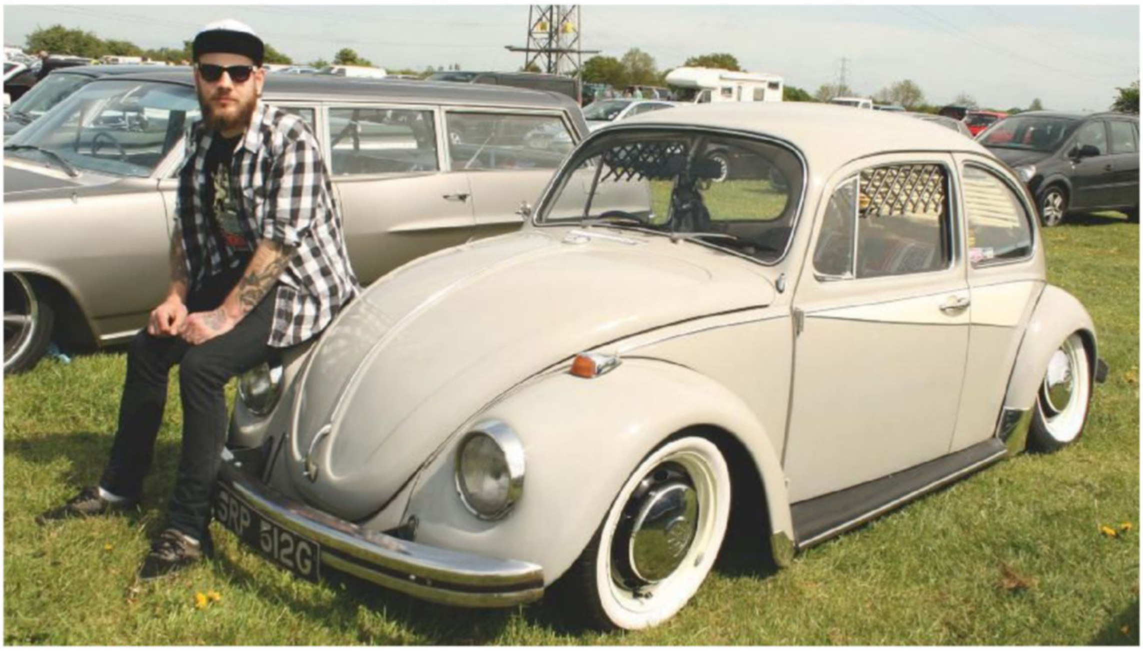
# Car of the month



Stock-style two-tone steels and whitewall flaps complement the Chinchilla and cream paint

The rear window blind and DIY side trim give this car the look of an Australin Bug

## Liam Richardson, '68 Beetle

"I purchased my Beetle very much in its current condition, with all the modification work already completed, other than I've lowered the suspension a little bit more," explains Liam. "I've only owned it for a couple of months, prior to that I had a Volksrod, but I ended up writing that off.

"I inherited my Beetle with quite a few MoT failure points that all needed to be sorted, mainly involving welding, before the car was put back on the road again.

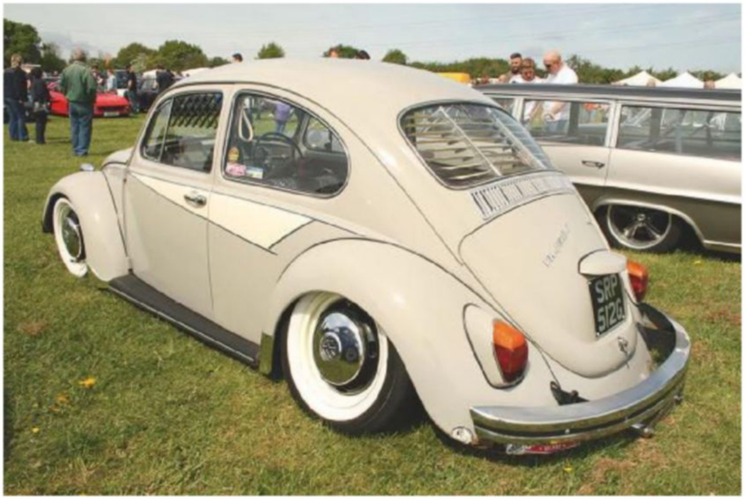
"The aftermarket chrome body trim was already fitted to the car, and a few people have mistaken it for an Australian edition.

"It's powered by a standard 1300cc engine, there's a two-inch narrowed beam on the front with 2½-inch dropped spindles and it's been turned a couple of splines at the rear, though I'm not sure how many. What I do know is the trailing arms are touching and bottom out, so it's definitely pretty low!"

> "A few people have mistaken it for an Australian edition"

The rear seat came from Liam's previous Volksrod and wasn't in the best of nick, so that's been treated to a Mexican blanket cover. "I like the whole look of having a bench seat in the front, so I've stretched another matching Mexican blanket over the front seats," continues Liam. "The car is a little rough around the edges in some places – one of the rear wings has a few holes in it – but, being an automotive painter by profession, I'll be sorting out the body and Chinchilla Grey paintwork during the autumn and winter months, hopefully getting it all mint for next year.

"Being so low, the ride quality isn't the most refined, so my other plan is hopefully to install air suspension." ■



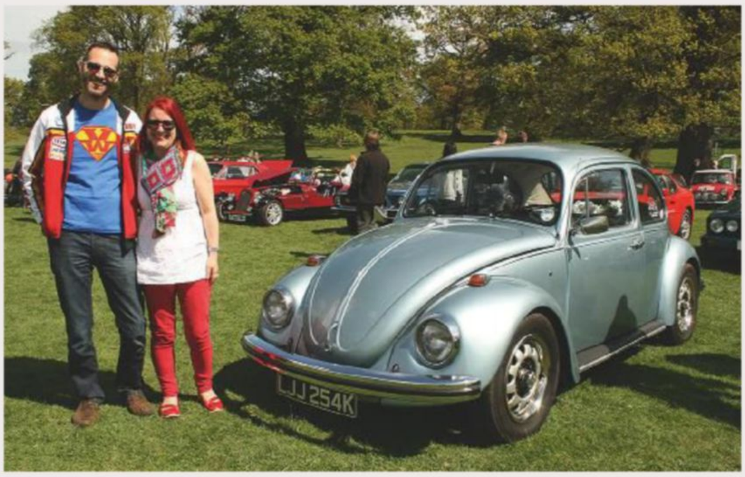
Mexican blanket allegedly came out of a Morris Minor. Not sure what it was doing in there mind

## *John and Karen Woolford, ’72 Marathon Buggy*

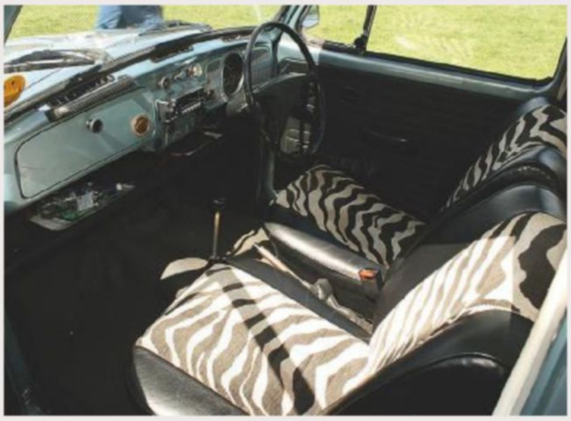
“I’ve just rebuilt the 1300cc engine again, following a seizure, and hopefully it won’t suffer from that problem again!” explains John of the motor in the back of his Marathon Beetle. “We’ve owned the car for about five years now, and it was purchased as an incomplete project on eBay. This is my first Beetle, and I had absolutely no idea what they were supposed to be like, or how many parts from this special edition car were missing. Most important to me was that it was fairly rust free. It was only later I discovered that I’d been driving the car around with missing tinware, and goodness knows what else, not knowing they were supposed to be fitted, which probably didn’t do the engine much good.”

During John and Karen’s ownership the bodywork has been repainted in the original silver blue metallic and John had a go at re-trimming the seats himself as the original black vinyl was torn. The new cloth inserts represent a kind of zebra stripe and look attractive against the metallic blue paint. Further plans, however, include trying to return the car to as original specification as possible.

“The missing medallion on the dashboard was a hard part to source, and it turns out the octagonal centre caps on the wheels are as rare as rocking horse shit, and worth more than the wheels and tyres themselves. I remember paying silly money for them,” says John with a grin. “The car was off the road for a couple of months while I rebuilt the engine, but I’m now hoping it will be back in use as a daily driver again as it’s a fun little car around town, and my wife loves driving it as well. Where we live in Hertfordshire, our little group of VW friends are know as the LA GoDs, which translates as Letchworth Area Grumpy old Dubbers!”



L96M Marathon Blue metallic is such a great colour, though the special edition 10-spoke steel wheels weigh a ton!



John trimmed the seats himself in the zebra print fabric, but plans to return them to

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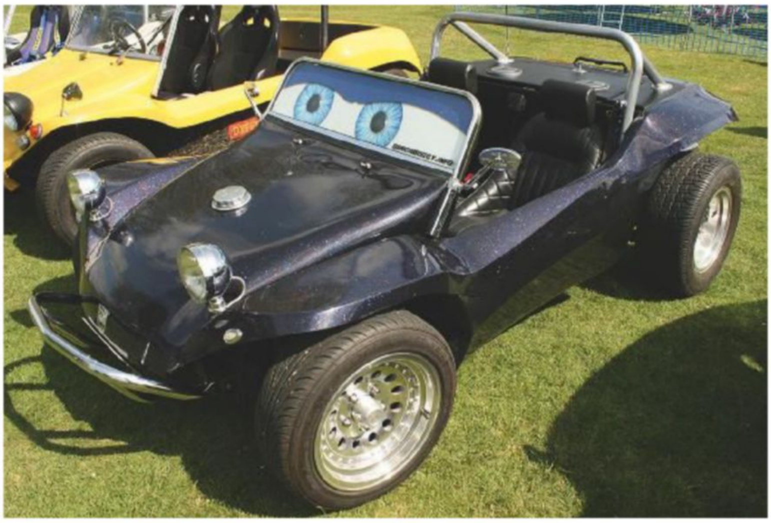
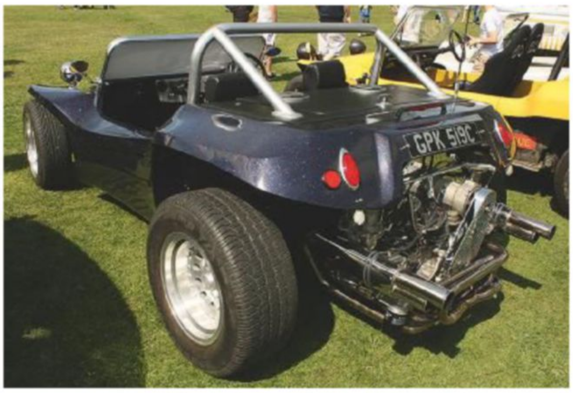


We’re not sure of the legality of that windscreen cover, or the safety aspect of a windscreen you look over the top of. Even a fly can kill at 70mph!



Motor is now an SSP 1776 with dual 40DRLAs and a wild, custom made dual cannon exhaust

## *Andrew Robinson, 1965 Sidewinder Buggy*

Originally built in 2007, Andrew Robinson has given his Sidewinder Buggy a full makeover during the last two years. The work has included fitment of an all new SSP 1776cc engine with twin 40mm Dell’Orto carburettors, a bespoke Mike Hausmann exhaust, a new gearbox and a re-wire. While the bodywork has retained the base black gelcoat with blue, red and green ’flake in the lacquer, other alterations have seen the windscreen chopped down so now Andrew loks over it, rather than through it, hence why it has the graphics on it now. The rollover bar has also been modified to suit.

As there’s no soft top, or any other form of weather protection for that matter, Andrew has ensured that the interior is weather proofed, which includes marine standard stereo speakers. The lockable box in the rear, built from MDF and trimmed in vinyl, is a handy addition for stowing valuables.

“While a build Buggy may never be fully finished, mine is now pretty much how I want it, other than completing a few tweaks here and there,” says Andrew. “It certainly represents a lot of fun, and I cover around 6,000-7,000 miles each year in it, and drive it to work whenever I can.” Now that’s a serious annual mileage for any classic Volkswagen, let alone a Beach Buggy. Respect.

As an aside, Philip Glennister and Ant Anstead from the television programme *For The Love of Cars* apparently drove this Buggy during the filming of the ‘air-cooled’ episode. We’re pretty sure it’s not the one they went blasting round Rockingham in, but there were a few others on the show.

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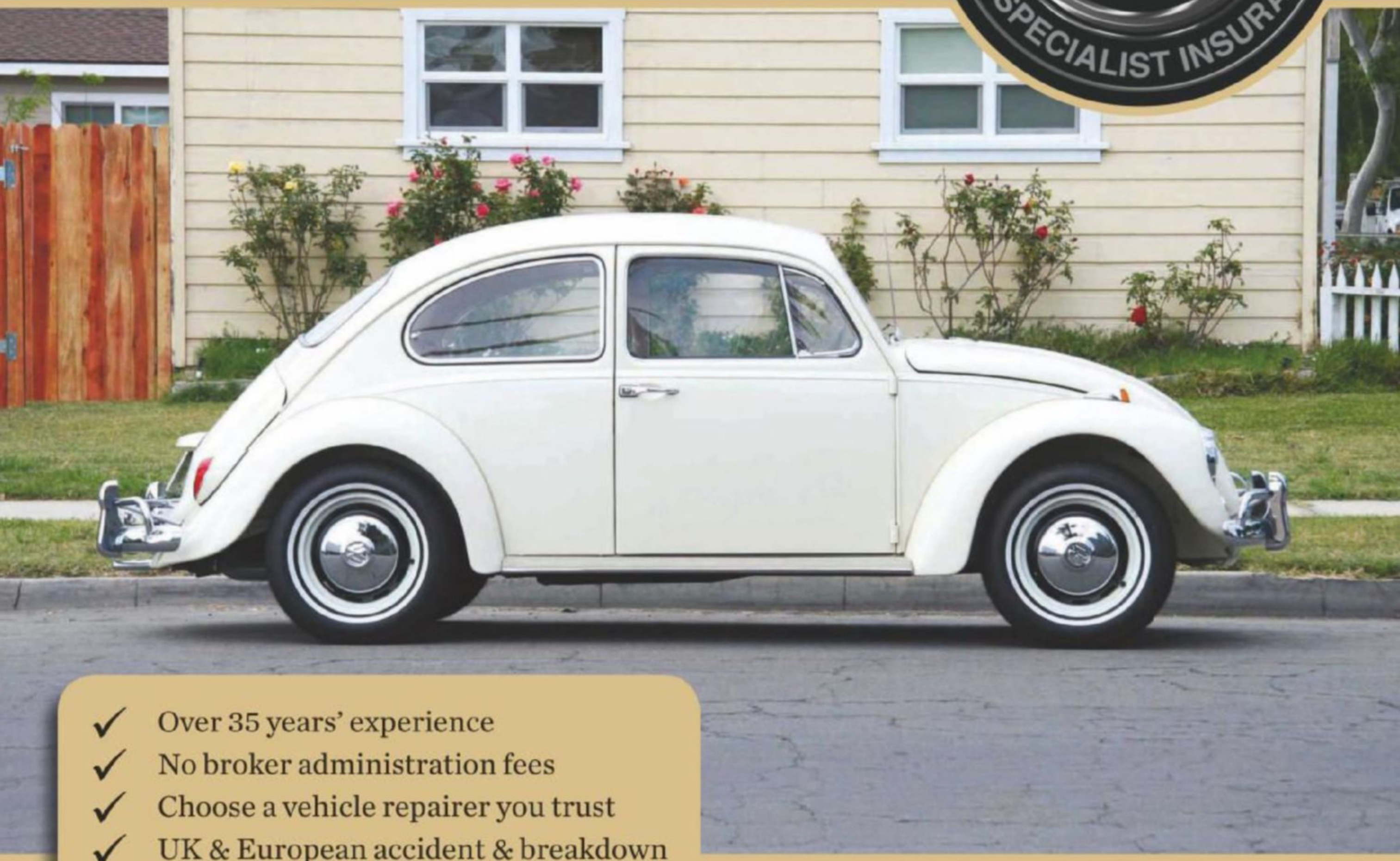

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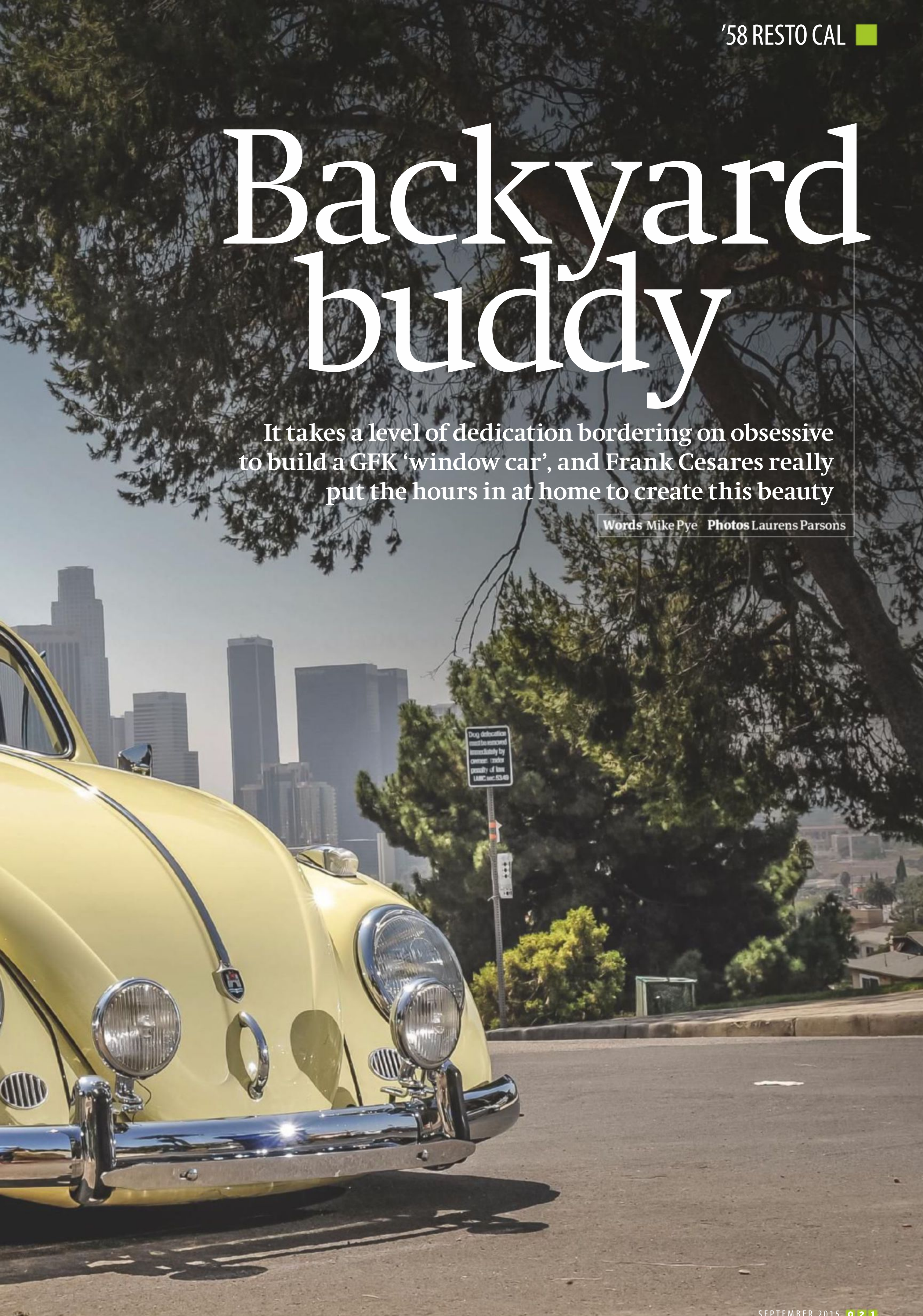

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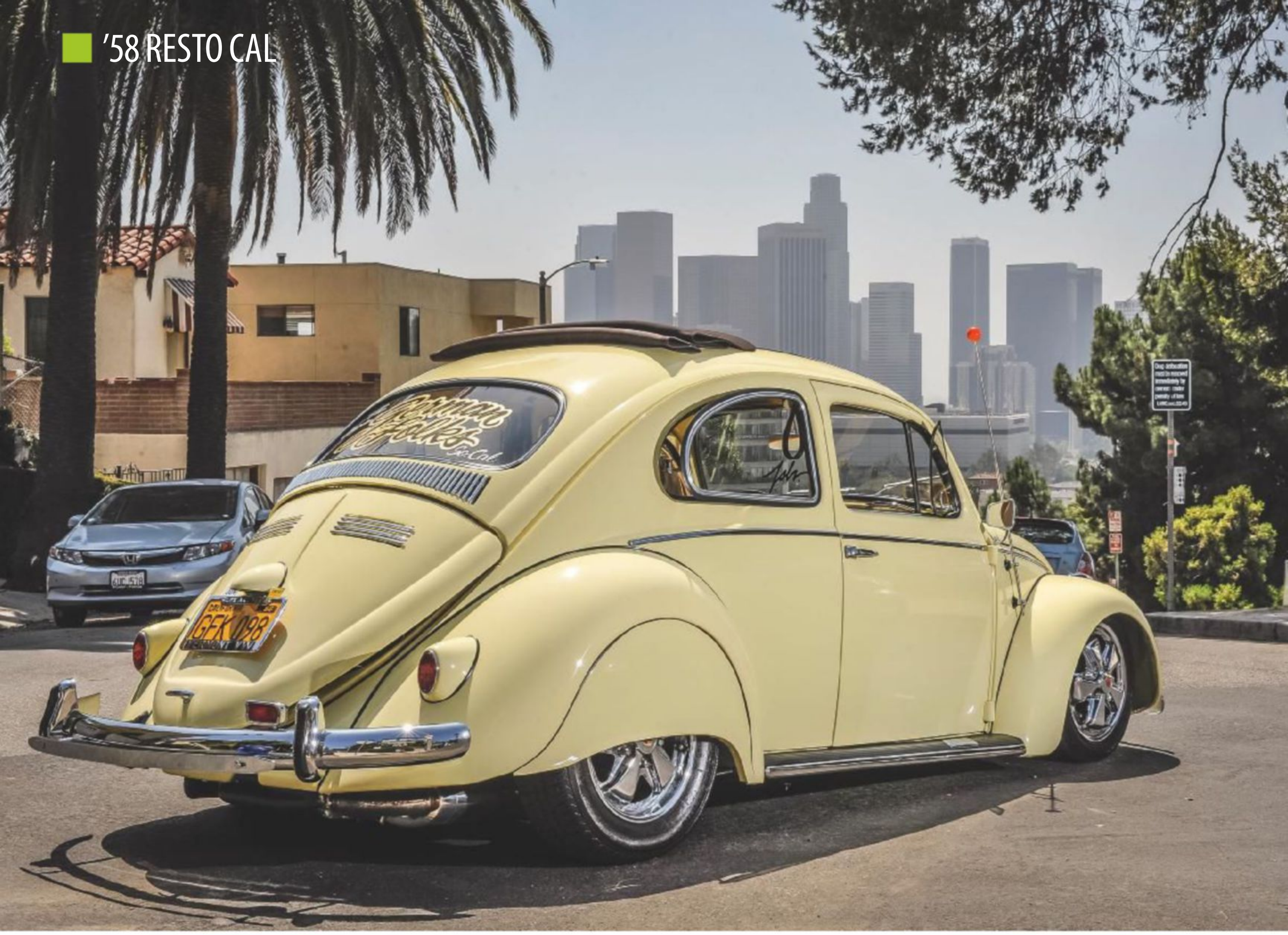
# Backyard buddy

**It takes a level of dedication bordering on obsessive to build a GFK 'window car', and Frank Cesares really put the hours in at home to create this beauty**

**Words** Mike Pye **Photos** Laurens Parsons



There's no doubt Frank's car has got the GFK look down, but, with a 196bhp 2332 on 51.5mm Webers, it can lift up those fender skirts and boogie with the Cal Look boys, too

So what's the best thing you've ever found in a mate's back yard, or garden as we English prefer to call it? A rugby ball? A conker? His sister sunbathing? As good as all of those might be, the latter especially, you have to concede they don't come close to what Frank Cesares found languishing in his mate's yard – a '58 ragtop Beetle. And not some rotten old pig of a thing either. "The car didn't look like it does now, but it was a dry, solid car and a good candidate for restoration. I traded a Yamaha Raptor ATV for the car and drove it home. It was a perfect summer weekend, so me and my good friend, Julio Prado, and my son, Frank jnr, began straight away taking the car apart, removing all the parts I wasn't going to use – the engine, transmission and front end – then all the rusty body-to-'pan bolts. By the end of the weekend we'd taken the body off and, on the Monday morning, I was on the 'phone to Wolfsburg West ordering parts.

"That all happened pretty fast, but it took a further three years and, I'd guess, about $25,000 to turn it into the car it is now," says Frank with a smile. If you think for that sort of money Frank must have sent the car out to a pro shop, think again, this car is a genuine home build, with the only time it left his garage being for the interior trim, and the only things done professionally being the gearbox and engine work. But when you get to the impressive spec of the motor, you'll understand why Frank was reluctant to continue his have-a-go hero ways here. "I worked on this car every day after work for a couple of hours, with the help of my son, and the support of my wife, Vanessa, and my daughter, Brianna. They would bring us drinks and snacks and keep us going. When the work became a little overwhelming and I found myself stuck, I'd call up my good old friend, David Roberts, and he'd come over and help out."

> "Our slogan is homemade everything and backyard build"

## Fantasy garage

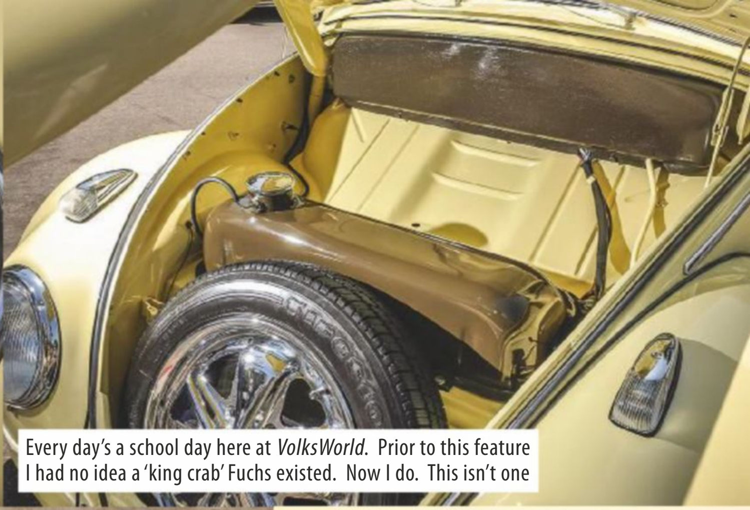
At 38-years old, with 24 years' experience with air-cooled cars, Frank isn't exactly what you'd call a VW virgin. In fact, his back catalogue reads more like a fantasy garage compilation than a list of cars that has led up to 'the big one'. How does a '59 23-window rate on your list of desirable VWs? Pretty high I'd guess. For me, it's the brace of Ovals – a '55 ragtop and a '56 tin top – that get my juices flowing, but others will no doubt home in on the original paint '62 15-window. Any of them are desirable VWs today, but in Frank's mind they all play second fiddle to this '58, and the reason is that familiar logo written in the rear window. "This car I wanted to restore to German Folk standards, to earn my first window like an OG *Sur Califas cholo* [Southern California gangster].

"As you guys know, earning a GFK window takes a lot of dedication and style. And this car sure took a lot of that, but it was built by me and my friends and family, right here in my garage at home."

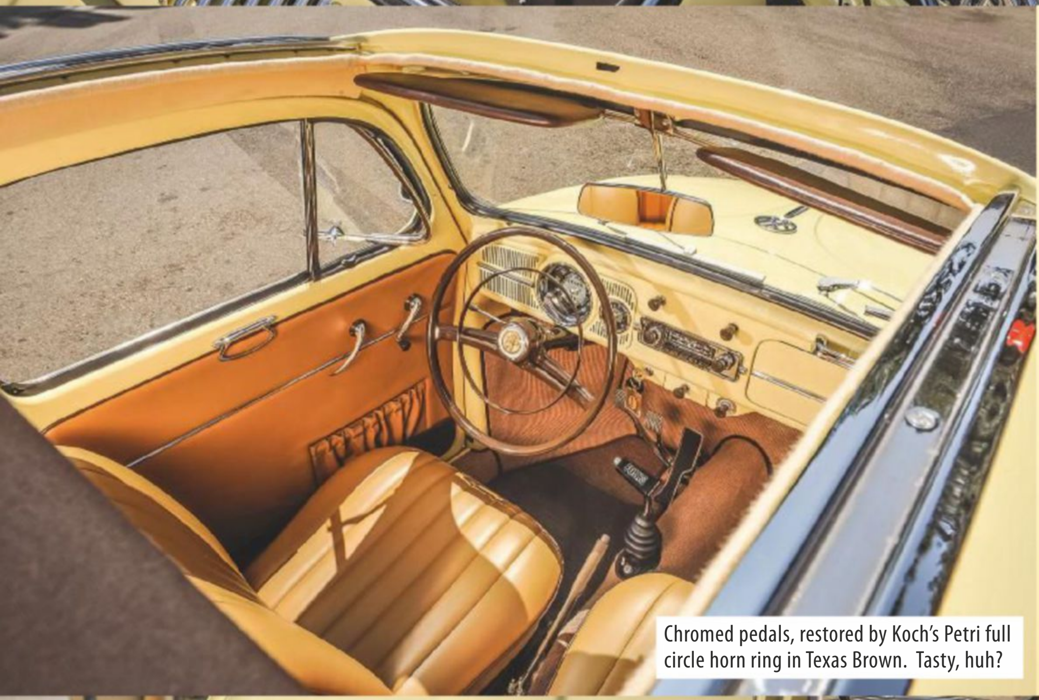
It'll not have escaped your notice that, for a Resto Cal car, this one has a pretty hardcore motor in the back, and while this isn't the first GFK car we've seen with firebreathers on a stroker motor, it's there for a purpose as it was a similarly equipped Bug that got Frank into the whole VW thing in the first place. "I can still remember it now," he recalls. "I was 14, and went to the street races

German
Folks
So.Cal.

This is what it's all about for Frank, the rear window money can't buy



Every day's a school day here at *VolksWorld*. Prior to this feature I had no idea a 'king crab' Fuchs existed. Now I do. This isn't one



Chromed pedals, restored by Koch's Petri full circle horn ring in Texas Brown. Tasty, huh?

As everything has a name these days, we're going to call these big nose indicator lenses

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56
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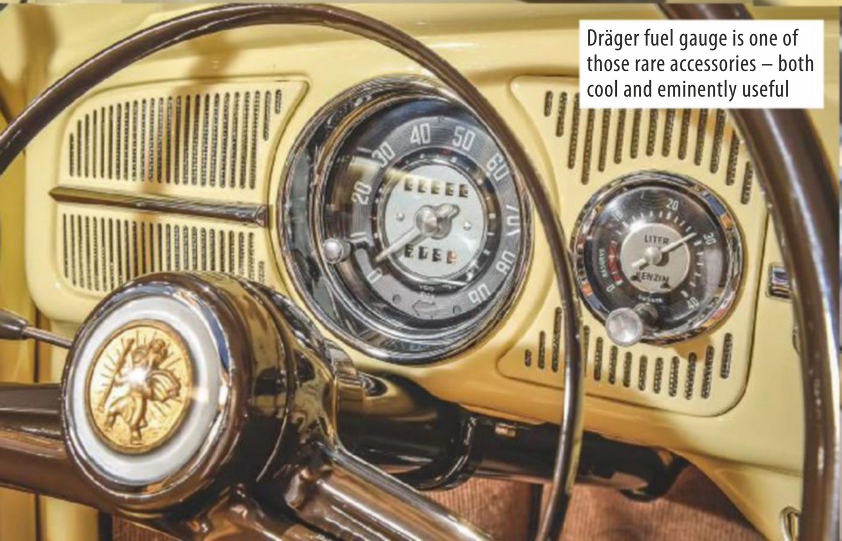
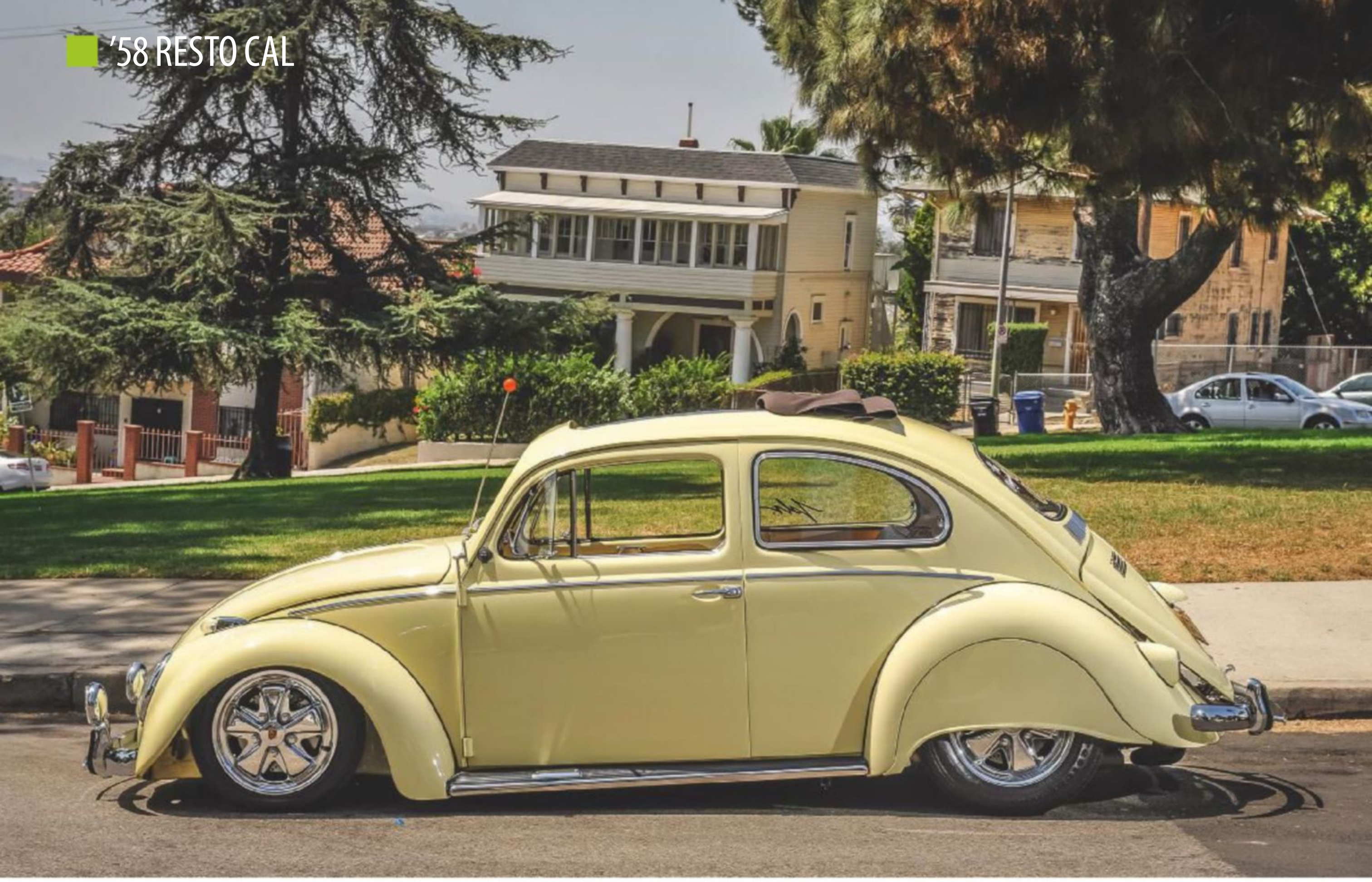
If only it was 058, eh?

There's a lot of different yellow / brown tones going on in this car, yet they all work together sweetly. Caramel-coloured vinyl on the seats is the icing on the cake



Dräger fuel gauge is one of those rare accessories – both cool and eminently useful

Three accessories and one photographer in one shot. Frank obviously likes to protect his bumpers



Wheels are original early deep six Fuchs, but the fronts have been cut down to 4.5-inch 'king crabs'. Tyres are 155/60 Continentals and 195/65 'Stones

with my brothers..." That being the early 1990s, it wasn't all Hemis and blown big block Chevys, more high-revving four pots with turbos and plenty of nitrous. "...there was this Bug there that just beat down on all the Hondas and Mazdas. Right there that night I fell in love." That love led to the string of VWs mentioned earlier, and some great friendships that continue to this day.

## Focus of attention

> "Two fingers off the ground low"

The way a car sits is paramount to the German Folks, so it'll come as no surprise to find a lot of attention has been focussed in this area. Under the guidance of his good friend, David Roberts, Frank broke out the wire wheel attachment for his drill and set to returning the 'pan to bare metal before welding in a pair of high quality repro floorpan halves from Wolfsburg West. "David is an old school OG VW master that has been working on VWs since the '80s. There's nothing he doesn't know about building and fixing them," says Frank enthusiastically. "Most people send their 'pans out for paint or powder coat, but our slogan is homemade everything and backyard built, so we wanted to paint it ourselves, right here in my garage. With everything else in the garage covered up, we prepped it and blessed it with three coats of two-pack black and two more of clear."

Knowing a big motor was ultimately going in the back, it's a little more than just a super detailed stock rebuild underneath. When it comes to aftermarket performance brake kits in America, one man's name comes up time and time again, so we weren't surprised to hear Frank rave about the good work done by Russell at Old Speed in Paramount. This time it's not a Porsche brake conversion though, rather a four wheel cross drilled and slotted Wilwood set up with the company's own lightweight ali calipers to boot. "We used a VW dual master cylinder with a Jetta brake / clutch reservoir so we could eliminate the original VW reservoir," recalls Frank.

### TECH INFO

**BODY:** Stock '58 ragtop Beetle in Yukon Yellow; fenderskirts; Cabrio decklid

**INTERIOR:** Stock seats with caramel vinyl trim; tan German square weave carpets

**ENGINE:** 2332cc; 84mm DPR crank; 94mm Jay Cee barrels, forged pistons; CB H-beam Chevy journal rods; CB 044 heads to stage 7 spec by Chong Woo; CB 1.4:1 ratio rockers; wedgemated flywheel; 9.5:1 CR; 51.5mm IDAs with 52mm tops; MSD ignition; A1 Sidewinder

**GEARBOX:** 1967 Bug; 3.80 / 2.31 / 1.48 / 0.93 ratios; 3.88 ring and pinion; welded hubs; steel shift forks; Sway-A-Way race axles

On another occasion, David came round and fabbed up a 4-inch narrowed and adjustable beam for the car that uses stock-style shock towers from Franklin's VW Werks in Washington state (www.franklinsvwwerks.com). Clearly, this wasn't going to offer enough lowering potential on its own, so a pair of 2.5-inch dropped spindles went on too and these, combined with a pair of new, three-inch dropped rear spring plates from Atom Werk Engineering in Oregon (good informative website, check it out at www.atomwerk.org/index.html). Sitting over a set of 28mm torsion bars and held in place by polished Jay Cee billet ali spring plate retainers, this combination, together with Frank's choice of low pro tyres, gets the '58 "two fingers off the ground low."

That's all good, but what we really wanted to know about was the repair welding needed on the body, any British VW fan's favourite subject. On this, Frank was succinct: "It hasn't had any, and it didn't need any. It was a California car all its life." Damn these dry state cars.

"The body was pretty straight, so we decided to sand it back to bare metal, then David the body master got down for three months preparing the body for paint. Who am I kidding?! It took more like eight months," recalls Frank. "When that was done, I purchased a big compressor, installed

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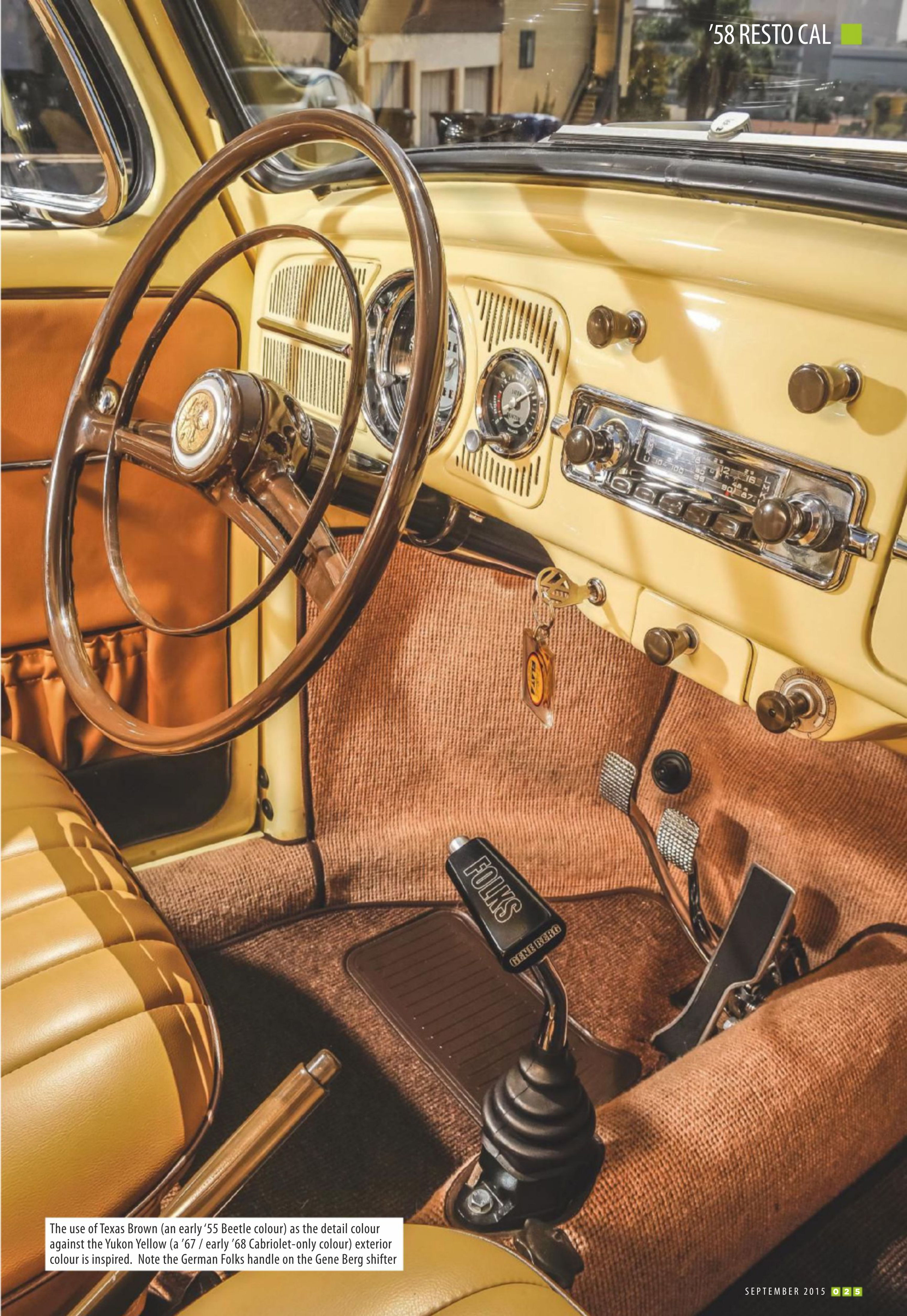
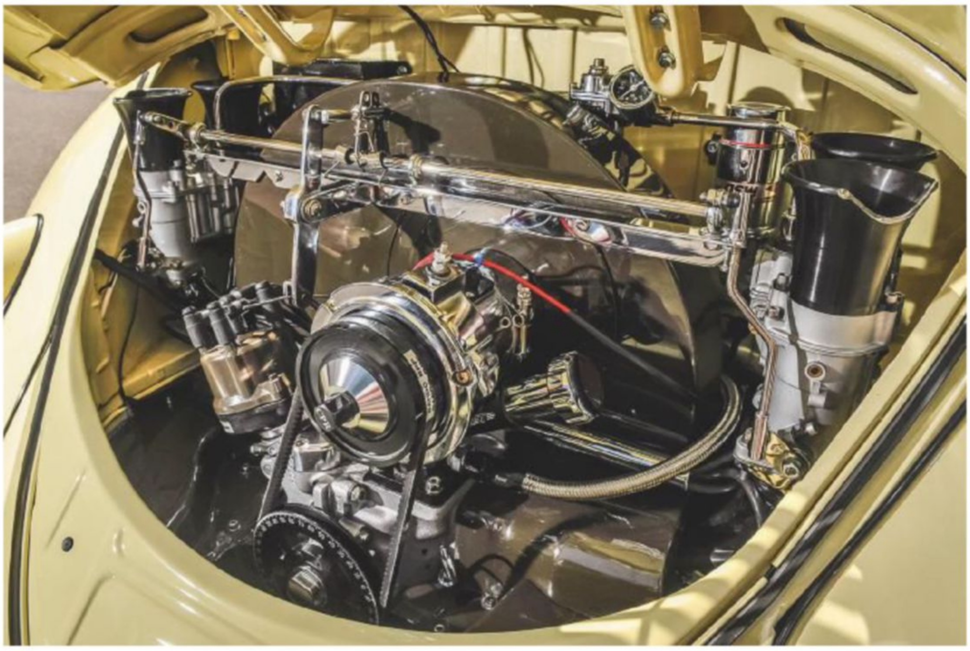


The use of Texas Brown (an early '55 Beetle colour) as the detail colour against the Yukon Yellow (a '67 / early '68 Cabriolet-only colour) exterior colour is inspired. Note the German Folks handle on the Gene Berg shifter



They don't call him Frank the tank for nothing. Frank loves tanks

2332cc motor from Chico Performance made196bhp at 6,500rpm on the dyno. With 51.5mm Webers, it's a hot one for sure

an air dryer, wet the walls and floor and we started shooting the primer. The body took four coats of paint and four of clear, then in sat in my garage drying for about four months before David and I began the worst process ever – colour sanding and buffing. That was not my favourite part of the build, and it felt like it took an eternity, but we got that Yukon Yellow to bling like a diamond!"

## Backyard Upholstery

With the painted body back on the painted and built-up 'pan, the car was rolled out of Frank's garage for the only time in the whole build, and that was only round to Manuel's Backyard Upholstery for the trim to go in. Three months later, the Bug was back at Frank's for final fit up, with a goal of the legendary VW Classic event at The Orange County Fair and Event Center in June to aim for. The only thing that could scupper the plan was the engine, but Chico Performance in Arcadia, CA were true to their word and assembled the tasty combination of parts Frank had amassed, and also ran the engine up on their dyno prior to putting in the call to Frank. "The day Chico called and said the engine was ready to collect, and that it had made 196bhp at 6,500rpm on the dyno was the best day ever. With just a couple of months to go until Classic, I was straight round to collect it and then spent a lot of long nights in the garage listening to gangster rap and getting the car ready for the show.

"I enjoyed the whole process – well, apart from the colour sanding – but the best part of the build was installing my German Folks back window. I feel honoured to have that rarest of the rare part, that can't be bought. All the money and all the time spent on the car equals that priceless feeling." ■

Thanks: David Roberts, Julio Prado, Frank Cesares jnr, Vanessa Cesares, Brianna Cesares and Danny for help with the electrics.

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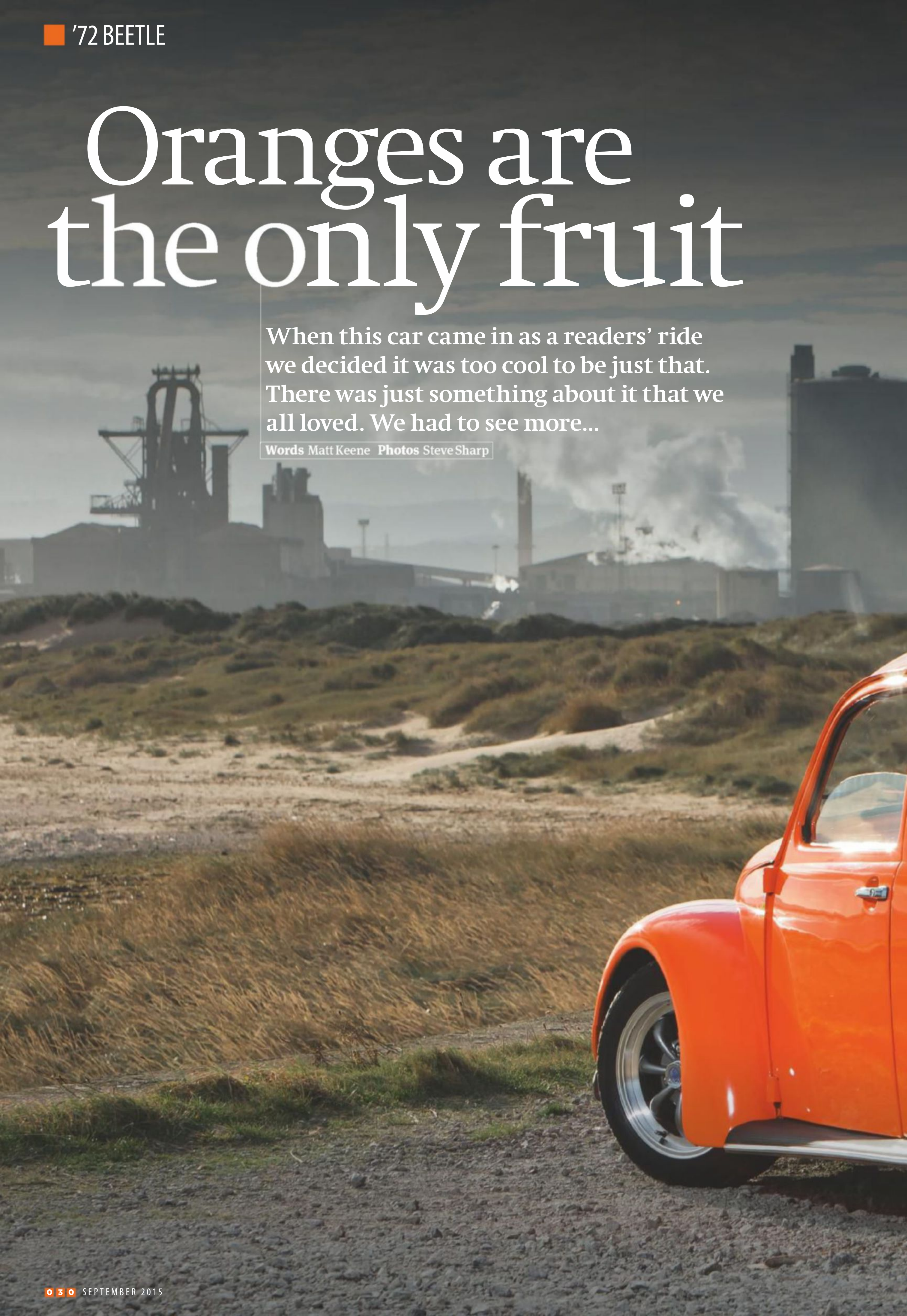
# Oranges are the only fruit

When this car came in as a readers' ride we decided it was too cool to be just that. There was just something about it that we all loved. We had to see more...

**Words** Matt Keene **Photos** Steve Sharp



Life has a habit of getting in the way of projects. One minute you're happily cruising along without a care in the world, busy looking after number one, and the next and entirely out of the blue, you've become a grown-up with all sorts of responsibilities, like a mortgage, a wife and a family! Suddenly, your priorities have changed and you've joined the real world. Sound familiar?

Paul Blackburn, from Marske by the Sea, near Redcar, has always been into Volkswagens, having owned a dayglow yellow Beetle in 1989. Back then the car cost him just £100 and was painted pink when he bought it. A quick de-chroming and a further £100 spent on a respray and hey presto, he had an acceptable looker on his driveway. Paul drove the Bug around in that guise for about four years before what he describes as "growing up a little and getting a sensible car for a while."

However, as with most folk who buy an air-cooled Volkswagen, sooner or later the urge to buy another becomes too great and you have to succumb to your inner desires. In Paul's case, it was an advert he spotted on a notice board at his local supermarket that rekindled his interest: "After my first Beetle had sold there was a void in my life, I had to have another one, so I went to see it that very same day."

Käfer
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What Paul found on first inspection was a 1972 1200cc Bug with 55,000 original miles on the clock. It had stood forlorn in a backyard for two years due to an MoT failure on just a dodgy handbrake. Needless to say, Paul bought it on the spot. He got it for a song and thinking he was on to a winner promptly towed it home. Once he had it back at base Paul was able to fully asses the condition of his new purchase: "I rapidly came to the conclusion that it wasn't going to be a simple fix and the work involved in getting the Bug back on the road turned out to be immense. Basically, the entire bottom six inches of the body was rust," he recalls. "It needed a lot of work: the complete front and rear ends, along with all four wings, plus inner wings and quarters needed replacing, as did the front bulkhead and heater channels etc. Luckily, though, the floorpan was in good condition, having been repaired in the past to a good standard," he adds.

As you can tell, Paul had a huge task on his hands. However, he also had time on his side and fancied a project. "I decided to do the work myself and learn to weld as I went along. So I borrowed a MIG welder and practised on a load of old scrap metal before tackling the repairs on the Bug."

## Get the look

As Paul works in the industry as an area manager for Lookers Volkswagen (how cool is that name?) in Middlesborough, he has many contacts, especially within the parts supply sphere. "I was able to buy all of the parts I needed to restore the Bug for less than half price due to my connections. This saved me a whole heap of cash and also made the resto a much more viable proposition," says Paul with a chuckle.

With all the parts he needed to hand Paul cracked on and within a week had completely stripped the car. Working from his single garage things were a little tight, but at least it was dry and out of the elements. Even so, it took Paul just under a year to complete the task of cutting out all of the rusted areas and replace them with fresh sheet metal. Paul: "I decided that I would tackle all the body prep myself, so I cracked on and had the car ready to paint relatively quickly, even considering the few mods I made, like removing the side trim and blending the wings into the body, which I agree is an acquired taste, but one mod that I absolutely love. All things considered, compared to the welding work, this was all relatively straightforward, though."

### TECH INFO

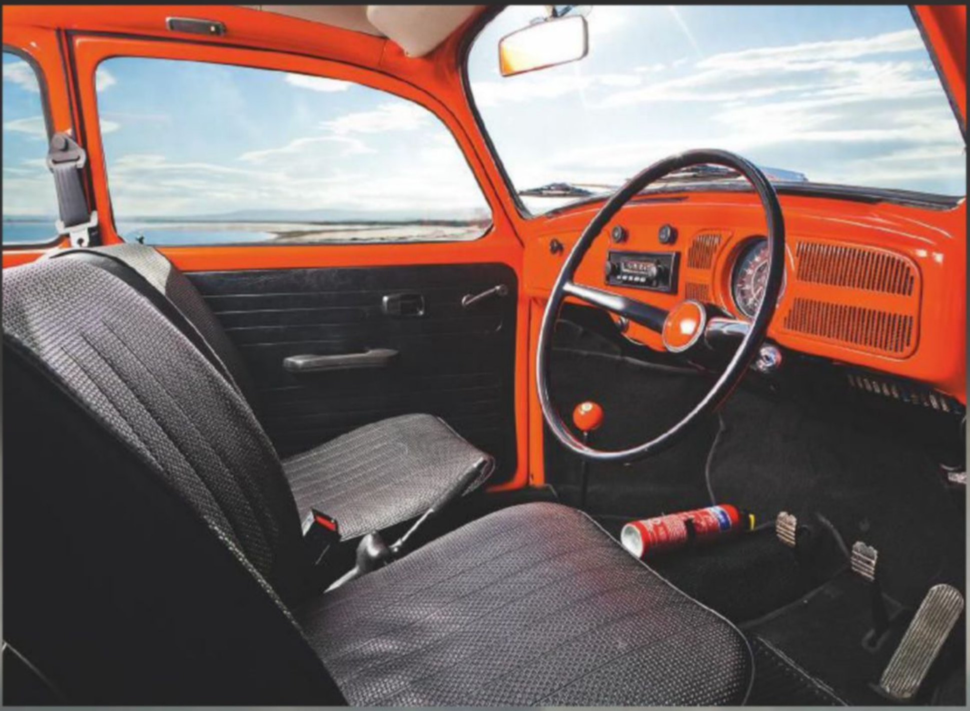
**BODY** de-chromed, blended wings and orange LP2D paintwork
**SUSPENSION** 4-inch narrowed Dubwerks beam. Rear suspension lowered 3 splines, cut and modified bumpstops.
**WHEELS AND TYRES** Empi 8 spoke replica alloys with Uniroyal 165-65 tyres front and 185-65 on the back
**ENGINE** Stock, rebuilt engine with a Bosch 009 dizzy
**INTERIOR** All original and stock bar new carpets and a hidden stereo

Paul then took his time to restore the chassis and components, replacing everything along the way with new, such as steering components, balljoints, brake lines, brake drums, brake shoes and wheel cylinders. Paul also lowered the suspension by three splines at the rear and six inches at the front for good measure. He added shorter KYB front shocks and shortened the rear bumpstops to stop them bottoming out. Paul then had a time-served Volkswagen engineer at work, one who had spent his apprenticeship working on air-cooled VWs at a Volkswagen dealership, rebuild his engine. Luckily, and no doubt due to the incredibly low mileage, the engine needed little more than a bearing refresh and a tinware repaint, which Paul duly carried out.

With the body finally ready for paint,

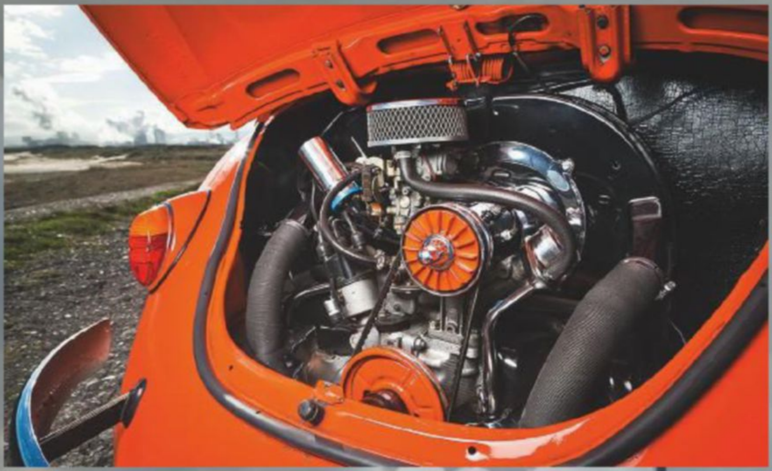
Against the grey backdrop of the Redcar Steelworks, Paul's 1972 Orange Looker certainly stands out. The lowered stance and Empi 8's look right on the money!

> "I decided to do the work myself and learn to MIG weld as went along"



The stock, original interior has been revamped with new carpets and a stealth stereo conversion. Don't you just love a stock 1200 base model headliner?

The standard 1200 engine is all-original, apart from a few dress-up items and a Bosch 009 distributor



Paul called in a favour from one of his friends at Stevenson Street Garage, and for just £100, yep, a hundred quid, had a professional, oven-baked paintjob in LP2D Orange, apparently a Brazil-only hue. The car returned home just in time for Paul and his wife Nicola's first son to be born.

What followed was a complete change of priorities in Paul's life. The Beetle was pushed into the garage for an entire decade whilst parenting took over. Several promotions at work and another son followed, so life became even busier for Paul. However, one day there came an ultimatum that spurred him on as Nicola suggested he either crack on and finish the car, or sell it as it was taking up valuable space in the garage. So finish the car he did, but in doing so he enlisted a little help, as he was now just too busy to do everything himself.

Paul booked the car in with a local classic car specialist who shall remain anonymous. The specialist quoted a timeframe of six weeks to complete the car, but the reality was that the refit took another18-months to reach fruition, and probably would have taken even longer had Paul not kicked up a stink.

On the very same day that Paul picked the car from the 'specialist', he decided the stance no longer cut the mustard. The front end needed narrowing, so he booked the car in at Dubwerks in Skelton, who duly fitted one of their four-inch narrowed beams and carried out some surgery to the inner wings and raised the petrol tank to provied the necessary beam and steering arm clearance.

Once home, Paul gave the fantastic original interior a spring clean and fitted a fresh set of carpets as the originals weren't quite up to snuff. He then fitted a CD player under the driver's seat, as he

The blended wings and relocated turn signals hark back to a bygone era when such mods were commonplace, yet the four-inch narrowed beam is bang-up-to-date. An interesting dichotomy, yet it all gels perfectly didn't want to spoil the original dash, and fabricated a rear parcel shelf with hidden speakers. All of the cables have been tucked out of sight and there's a charging socket in the glovebox fora spot of stealthy Ipod connectivity, which brings the old girl bang up to the 21st century tunes-wise.

Paul then turned his detail attentions to the engine compartment, dressing up the motor with a little bling: a 009 distributor, an aftermarket air filter and a dash of orange and chrome.

The car was finished in June of 2012 and has been driven regularly since then, never letting Paul down. "I wanted it to be dead reliable so kept it pretty much mechanically stock. 1200 Bugs are great runners if you don't mess with them too much and, to be honest, I'm quite happy pootling along at 30mph with my arm hanging out the window."

Since completion, the '72 has picked up the odd trophy, netting the 'Best Beetle' trophy at Volkspower 2012 and the 'Best Car' at Volkspower 2014. Paul was a little surprised with the great reception his Bug has received as he figured people might not get his choice of mods, such as the blended wings and low-mount front indicators, which were done way back in 1998, when things were a little different style-wise. However, he has no plans to changes these little styling quirks and actually quite likes them. "To me they remind me of why I got into VWs in the first place and come from a time when such mods were commonplace and were on-trend."

So, will Paul ever move his car on? "I don't think so. I absolutely love it and enjoy the whole Volkswagen thing, so I guess it's here to stay." However, Paul says he would one day love to own a Notchback, so who knows? "Maybe one day if the right car came along for the right price? Hmmmmm…" ■

"1200 Bugs are great runners if you don't mess with them too much…"

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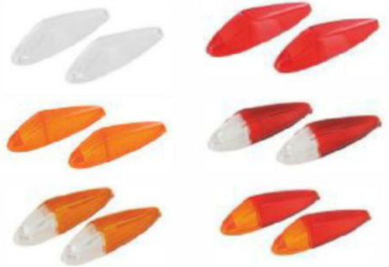

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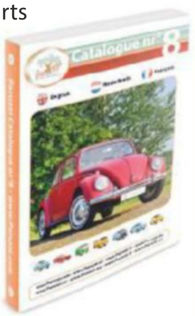

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# Body double

Having considered putting a Porsche Boxster engine into his Karmann Ghia, Jason Scotford decided to do it the easy way, and drop the Ghia body over a Boxster…

**Words** Mike Pye **Photos** Dan Pullen

We've all heard it a hundred times – "You know you can fit a Porsche engine into one of those." It's never so much a question as a statement and, in my experience, it's never said by anyone who has the slightest idea what they're talking about. However, there is a saying that Jim Wallace on our sister magazine, *VWt*, recently introduced us to that says, 'everything fits if you take a long enough run up.'

So when Jason Scotford made a tentative 'phone call to the lads at Old Skool VW in Northampton asking whether the engine from a Porsche Boxster would fit into his Karmann Ghia, he was essentially told yes – that is to say, he was told that yes, it could be made to fit… They just omitted the bit about a long enough run up. As a result, he pressed the buy-it-now button on eBay, ending the day £2,500 lighter of pocket, but the owner of a Category C salvage 2000 Porsche Boxster. "Okay, I'd had a few glasses of red wine when I saw the advert," laughs Jason, "and, if I'm honest, I reckon John [Waller] – the recipient of that aforementioned 'phone call and partner in Old Skool VW – had had a few beers as well when he said, 'Yeah, sure, we can make that work, buy it!'" He did apparently add the caveat that if it doesn't work, they could repair the Porsche, sell it and make a few quid.

It wasn't the first time Jason had made an impulse buy either. A couple of years earlier, he'd found himself unable to resist the charms of a 1973 Ghia. That one came home for just £1,500. "It was a total restoration job," recalls Jason, "but it was a cheap Ghia. It then sat in my garage for a couple of years before I saw the Boxster and, in that time, I'd seen something about putting a Porsche engine in a VW. I suppose that put the idea in my head." Before we go any further, we

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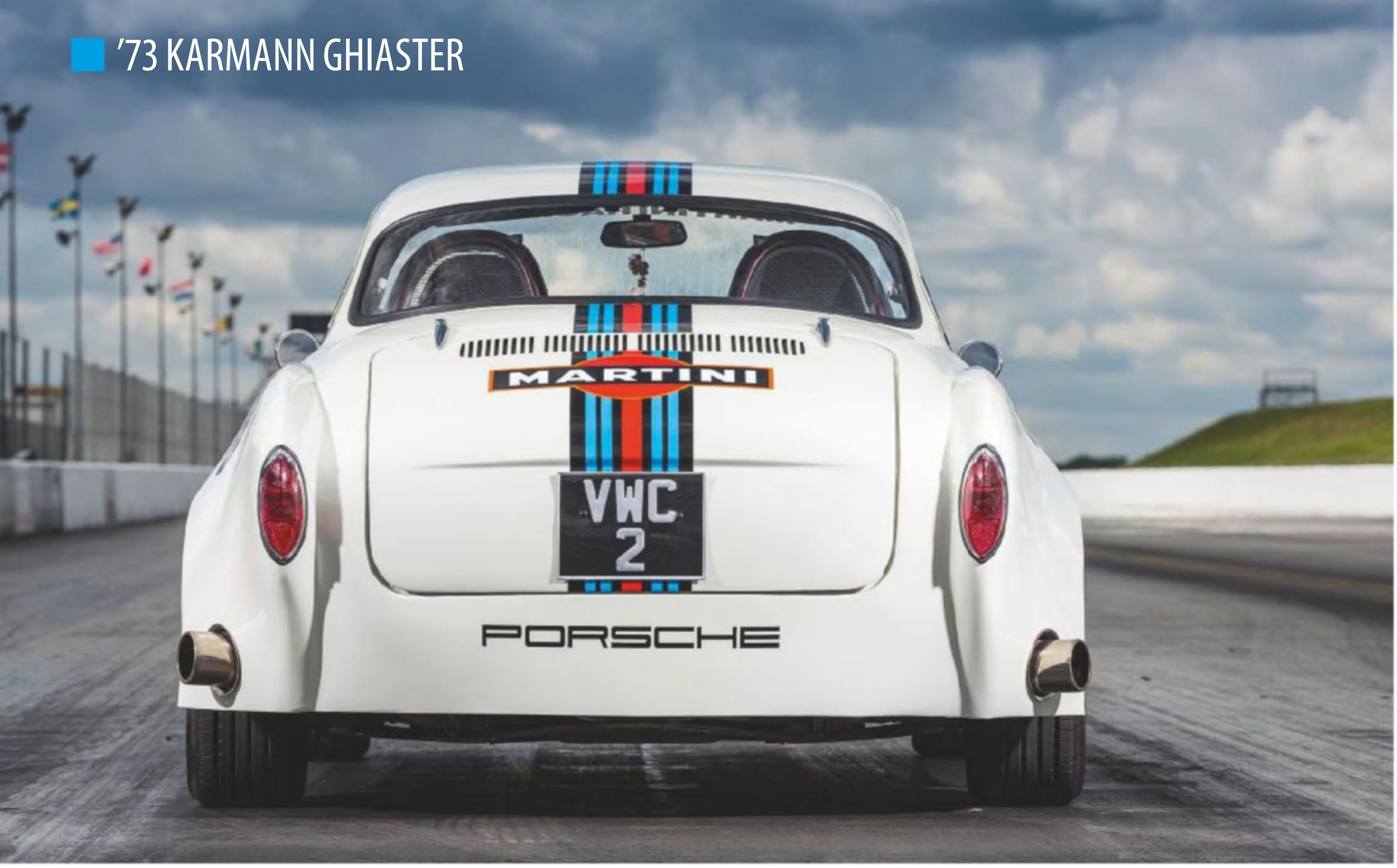


Though equally famous for its Lancia sponsorship, the link between Martini and Porsche was cemented by Porsche's 1971 Le Mans win in a 917. We think it was an inspired choice of livery on this car

should back track a little further and explain why Jason even entertained the idea of combining the two marques. "I had a '73 Bay Window for a while, but I was never happy with the way it drove, or how slow it was, so I decided the next VW I owned had to be faster." We should also mention that Jason's 18-year-old son, Sam, was, at the time this car was conceived, working as an apprentice painter at Old Skool VW, which all helps to explain how this car came about.

## Measure once

The upshot of the wine-fuelled keyboard enthusiasm and that one 'phone call was Jason, Sam, John and his then business partner, Lee Prayle, standing looking at the two cars side by side in the workshop. "We got a tape measure out and couldn't believe the wheel-to-wheel measurements of both cars were the same," recall Jason, "so rather than try and fit the Boxster engine into the Ghia, we decided to take the 'shell of the Karmann and drop it on the Boxster." Like so many great bench racing exercises, it was so simple in theory, but what the lads in their enthusiasm chose to overlook were a couple of other crucial measurements. They were correct about the two cars sharing a 2.4m wheelbase. In a body swap scenario, you can overlook the small matter of a 4cm difference in overall body height (1.29 for the Porsche, 1.33m for the Ghia), and even the 20cm the Ghia gave away in overall length (4.34m vs 4.14m) could be worked around, the real problem was the discrepancy in width. A Porsche Boxster comes in at a lardy 1.78m wide, compared to the Ghia's svelte 1.63m waistline, and that was going to be hard to ignore.

"Only squares let maths get in the way of a good idea"

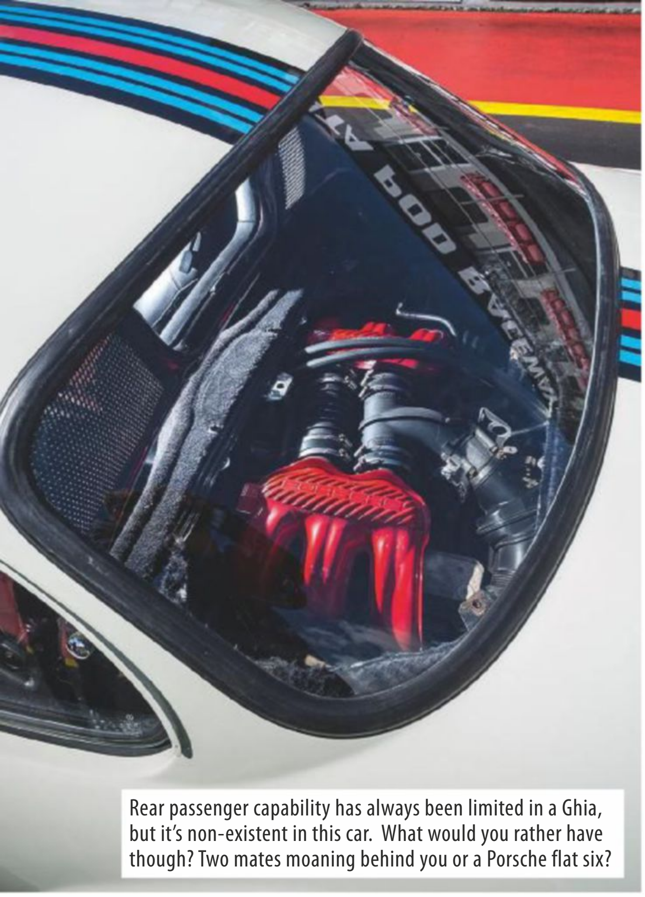
But hey, only squares let maths get in the way of a good idea so, rather than dwelling on details, the team at Old Skool VW started stripping all the unnecessary body panels off the Boxster and all the unnecessary mechanical and interior parts out of the Ghia. After a couple of trial offer-ups with the Ghia body on a two-post ramp, it became clear that a bit more of the Ghia would have to be cut away before it would fit over the considerably more bulky Boxster, so out came the inner wings, the rear outer wings, the luggage tray, the dash, the fuel tank support area and most of the firewall. Even the sills were cut back to just the threshold pieces and the outer skins. In essence, everything bar the roof and a-posts were reduced to a single skin, which necessitated some significant bracing to prevent the whole lot folding up on itself.

The majority of the extra length of the Boxster is in the front overhang so, in order to sit the Ghia body down on the Boxster 'pan, the front was cut off mid-way through the front wings and then re-assembled in situ once the Boxster had been reduced in length. This meant moving the stock twin radiators that are located ahead of the front wheels and ditching the air conditioning system, which also lives up front in the Porsche design. Compared to this, the rear end fitted rather more easily, with the Boxster's stock exhaust exiting just under the Ghia's rear valance.

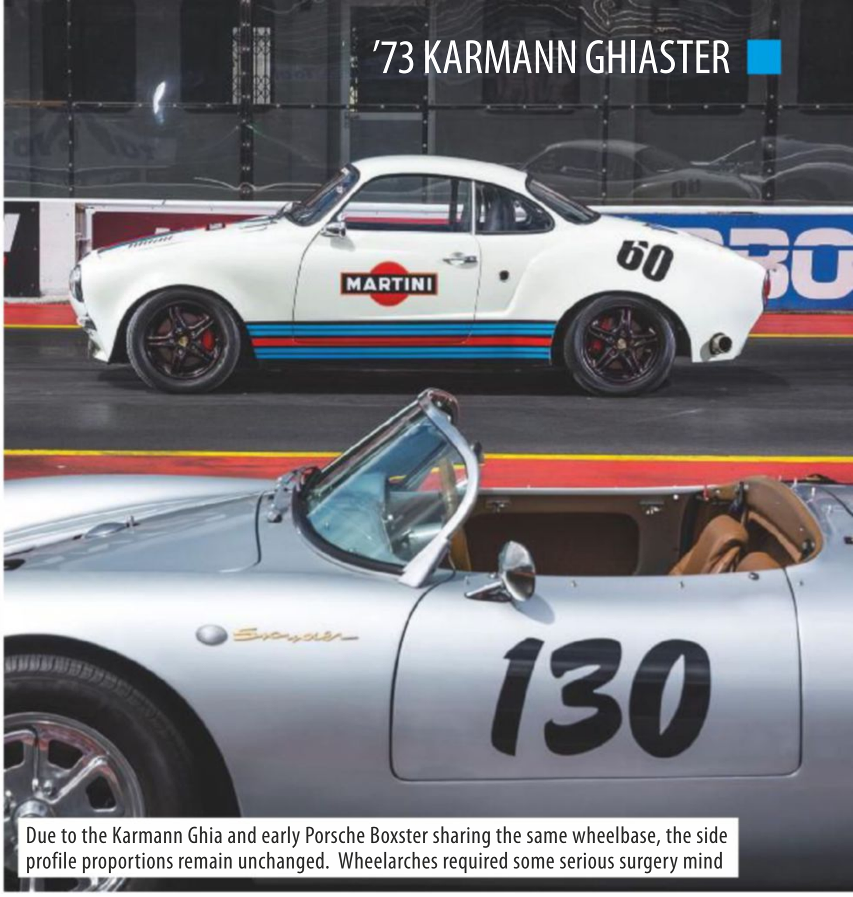
### TECH INFO

**BODY:** 1973 Karmann Ghia coupé with mid-'60s rear wing ends, widened to fit Porsche Boxster floorpan
**ENGINE:** 2.7-litre Porsche flat six, stock save for custom de-cat exhaust and ECU re-map
**INTERIOR:** 2000 Porsche Boxster; faux snakeskin inserts in seats
**CHASSIS:** Stock 2000 Porsche Boxster
**WHEELS AND TYRES:** Stock 16-inch Boxster twin spokes; 205/55-16 tyres

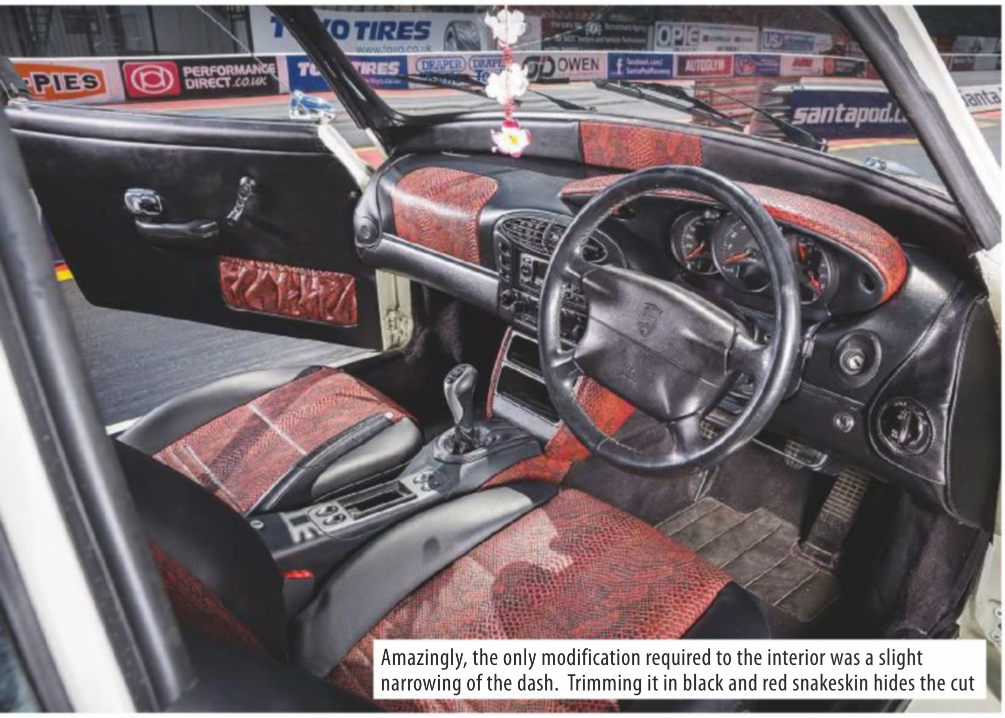
The elephant in the room was still the width discrepancy. I asked Jason whether they considered slicing the body in half length-wise and widening it through the middle? "Once we got into the build I started looking around on the internet to see if anyone else had done something similar and found one in America [you'll find pics of the car easily enough by searching, but there's a thread on the samba entitled 'Marriage of a Ghia and a Boxster']. They did just that, but they did it with a convertible and used the Porsche windscreen. To us it just didn't look right, so we went with flared 'arches instead," explains Jason. "To me, it still looks like a Karmann Ghia, just a meaty one. It also meant we didn't have to go the expense of having new glass specially made for the car."



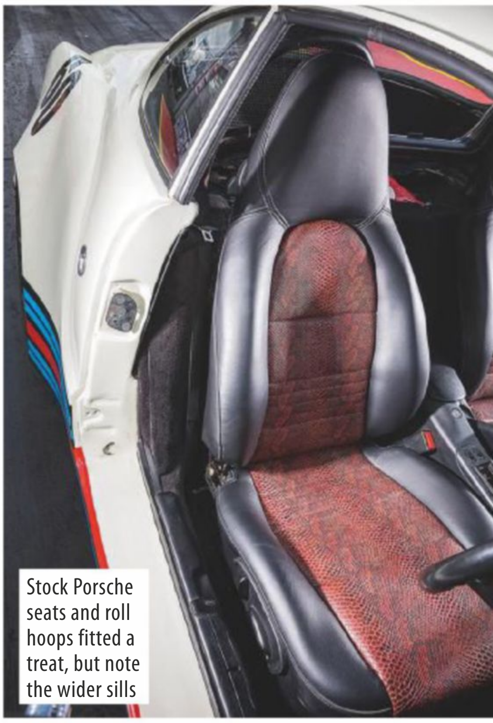
Rear passenger capability has always been limited in a Ghia, but it's non-existent in this car. What would you rather have though? Two mates moaning behind you or a Porsche flat six?



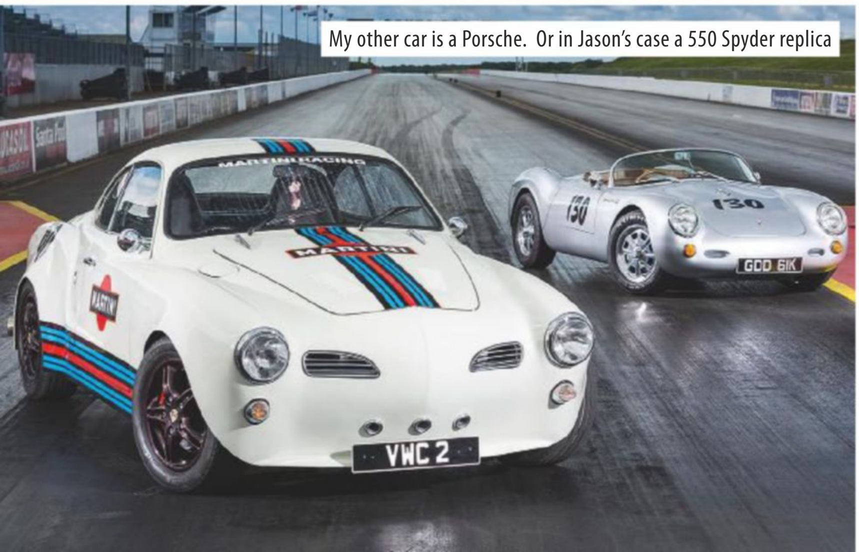
Due to the Karmann Ghia and early Porsche Boxster sharing the same wheelbase, the side profile proportions remain unchanged. Wheelarches required some serious surgery mind



Amazingly, the only modification required to the interior was a slight narrowing of the dash. Trimming it in black and red snakeskin hides the cut



Stock Porsche seats and roll hoops fitted a treat, but note the wider sills



My other car is a Porsche. Or in Jason's case a 550 Spyder replica

The plan was to upgrade to bigger Porsche alloys but, as costs started to spiral, it was decided to stay with stock twin-spoke 16s

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Toilets

^ Of the Martini racing livery, Jason had this to say: "It sounds like a race car, so we decided it might as well look like one, too"

The build box gives you an insight into how exactly Lee solved the problem, flaring the 'arches, the valances and extending the sills to mate up with the Boxster floorpan. Alongside all this, the tail light conversion is almost insignificant.

The biggest problem with any water-cooled conversion is the, well, water cooling but, having sited a custom-made radiator in what was left of the luggage area under the bonnet, a pair of louvred panels let into the bonnet allow air to flow in through the nostril vents, over the rad' and out again. Once all the metalwork was done, Jason's son, Sam, stepped in and took over the bodywork and paint side of things. In fact, since the car was finished Old Skool VW have ceased trading, but Sam has taken on the Northampton workshop and is now running his own body and paint business from there, Old Skool Paintwerx (tel. 07522 855518).

^ See, that bloke down the pub was right – a Porsche engine does go straight in. Sort of

> It seemed like a good idea at the time, but the custom exhaust caused a few headaches, requiring a re-map on the ECU and ear defenders when driving!

## Hot car

To solve the issue of airflow to the 2.7-litre, mid-mounted engine, a pair of small round ports were let into the rear quarters and, surprisingly, seem to do the trick. "The only real problem we've had with the car is heat build up in the cabin," reports Jason. "It could really do with some more vents in the bonnet to improve that." Otherwise, perhaps unsurprisingly, everything works as it should. It is, after all, a stock Porsche Boxster underneath – brakes, suspension, gearbox, electrics… everything is as it came out of the factory. "We did have to narrow the dashboard a little, losing the vents from either end, but everything in it is stock Porsche. In fact, the only real change was of the guy's own making. Because

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> "To me, it still looks like a Karmann Ghia, just a meaty one"

they chose to build a custom, twin-outlet exhaust, the ECU needed re-mapping and that job was done by Porsche Centre Silverstone. "They'd never seen anything like this," laughs Jason. The other people who hadn't seen anything like it were the Karmann Ghia Owners' Club, but Jason is pleased to report the overall reaction to the car has been favourable. "That's what's made it all worthwhile really. If I'd known how much it was going to end up costing, I'd probably never have done it, but the amount of attention it gets is ridiculous."

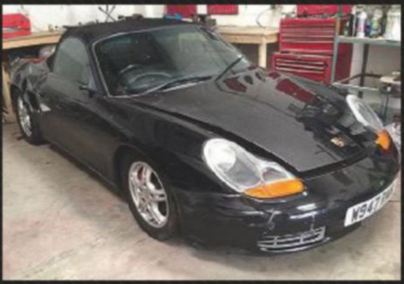
And what about the all-important driving experience? Jason: "It's just like a Boxster to drive. I actually had one when they were new and it feels the same, it handles the same, everything. And it's nice to get into a VW and know it's going to start every time, and that when you put your foot down it will go, and stop, like a modern car."

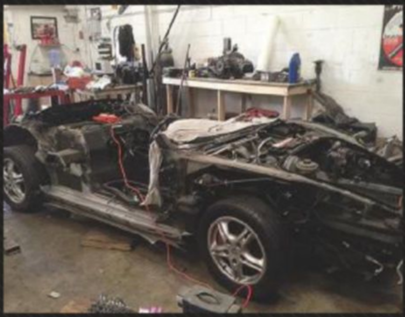
## Ridiculously loud

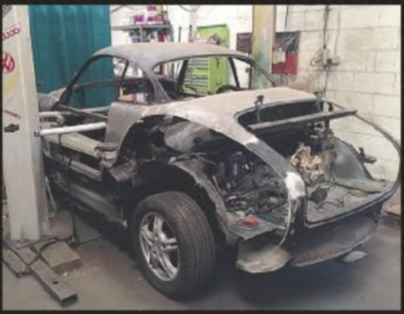
"The one thing that's really different though is the noise. It's ridiculously loud, especially at low revs. Once you're going along it's alright, but we had to put some baffles in to get it through the MoT, though obviously they've come out again since!"

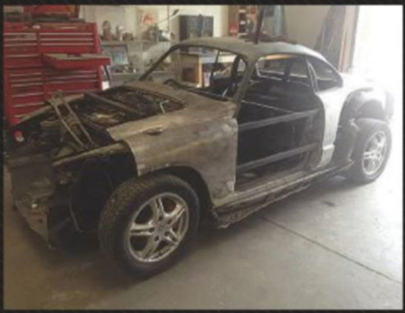
While Jason, John and Lee are all quick to say they would never do another one, as a one-off car they're pretty pleased with their efforts. Jason full well knows there will be people out there who question his sanity, and wonder why you would cut up a Porsche, or a Karmann Ghia, to build something like this, but it always comes down to the same thing in the end. A desire to be different, to do what people say can't be done, and to own a car you're never going to park next to another one of in a car park. Isn't that why we all mess around with old cars? ■

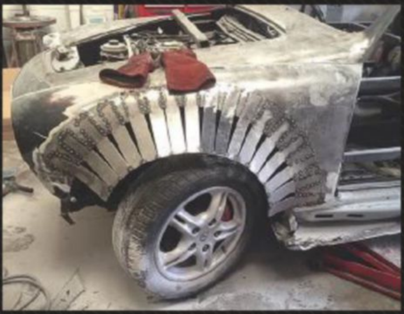
## THE BUILD

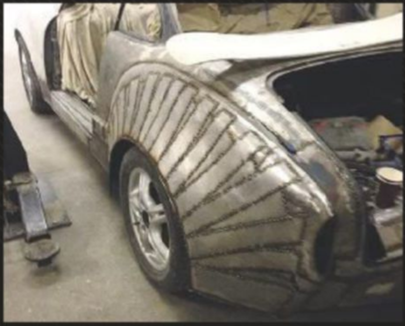

Take one 2000 model Category C write-off Porsche Boxster, readily available for just a couple of grand


Unbolt and / or cut off the unwanted – and, let's face it – a bit girly outer body panels and windscreen surround


Add one cheap, eBay buy, 1973 Karmann Ghia body, but only after removing most of the body's inner structure (the bonus being it took much of the rot with it)


Uh oh, wheelbase may be the same, but the length isn't. Time for a nose job, on both cars


The biggest problem is the difference in track. Having considered the options, it was decided to widen the Ghia body to cover the Boxster's extra width


The same approach was taken all round the car, making for a whole heck of a lot of welding and grinding work before it progressed to the paint stage. Note earlier tail light sections, too

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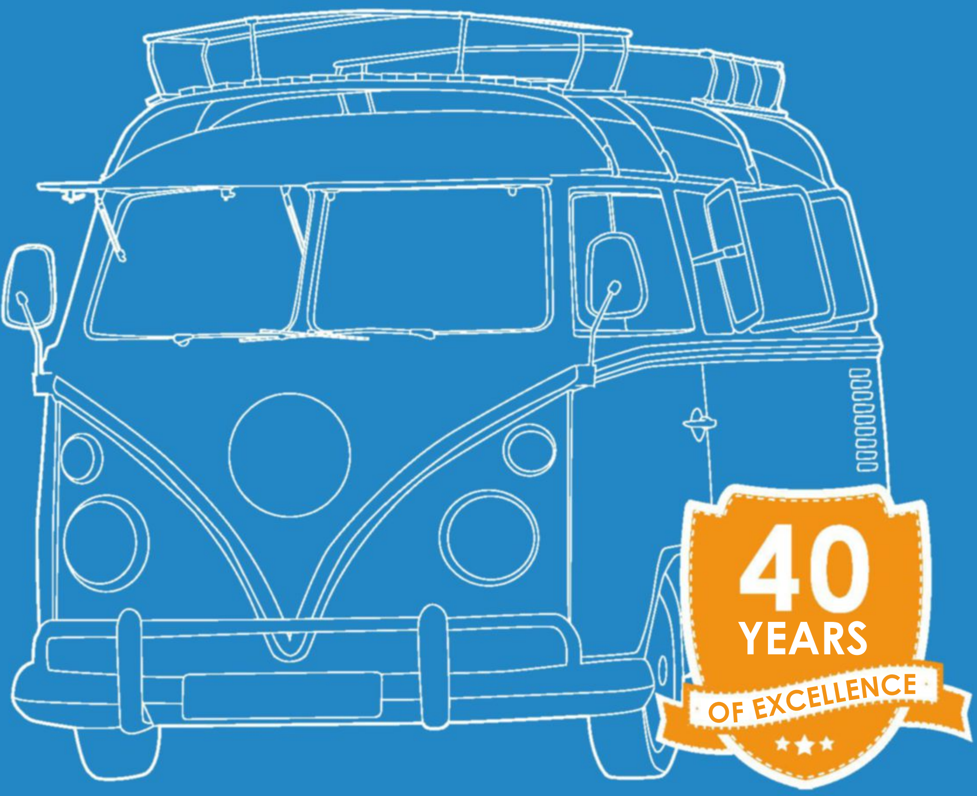

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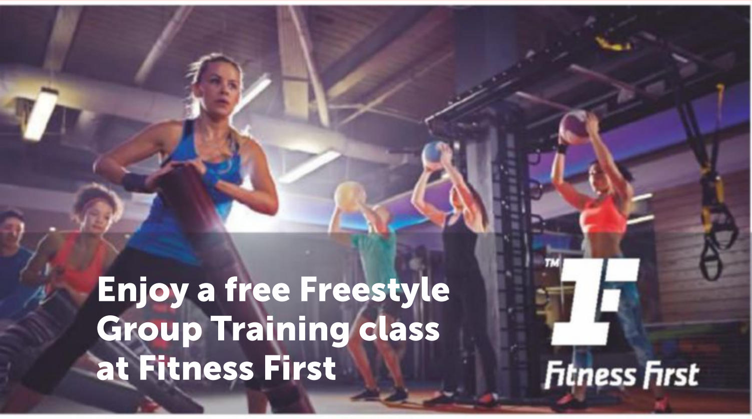

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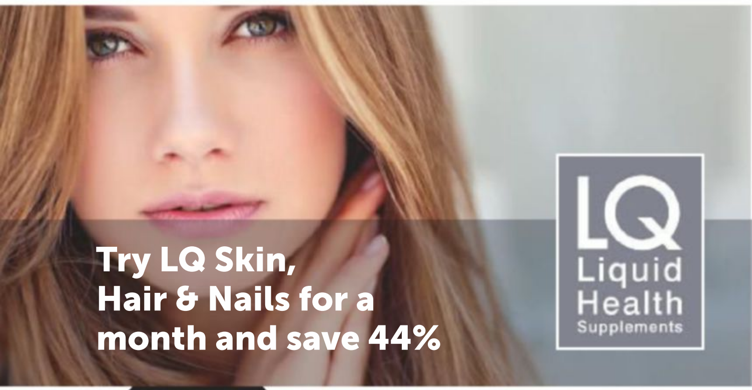

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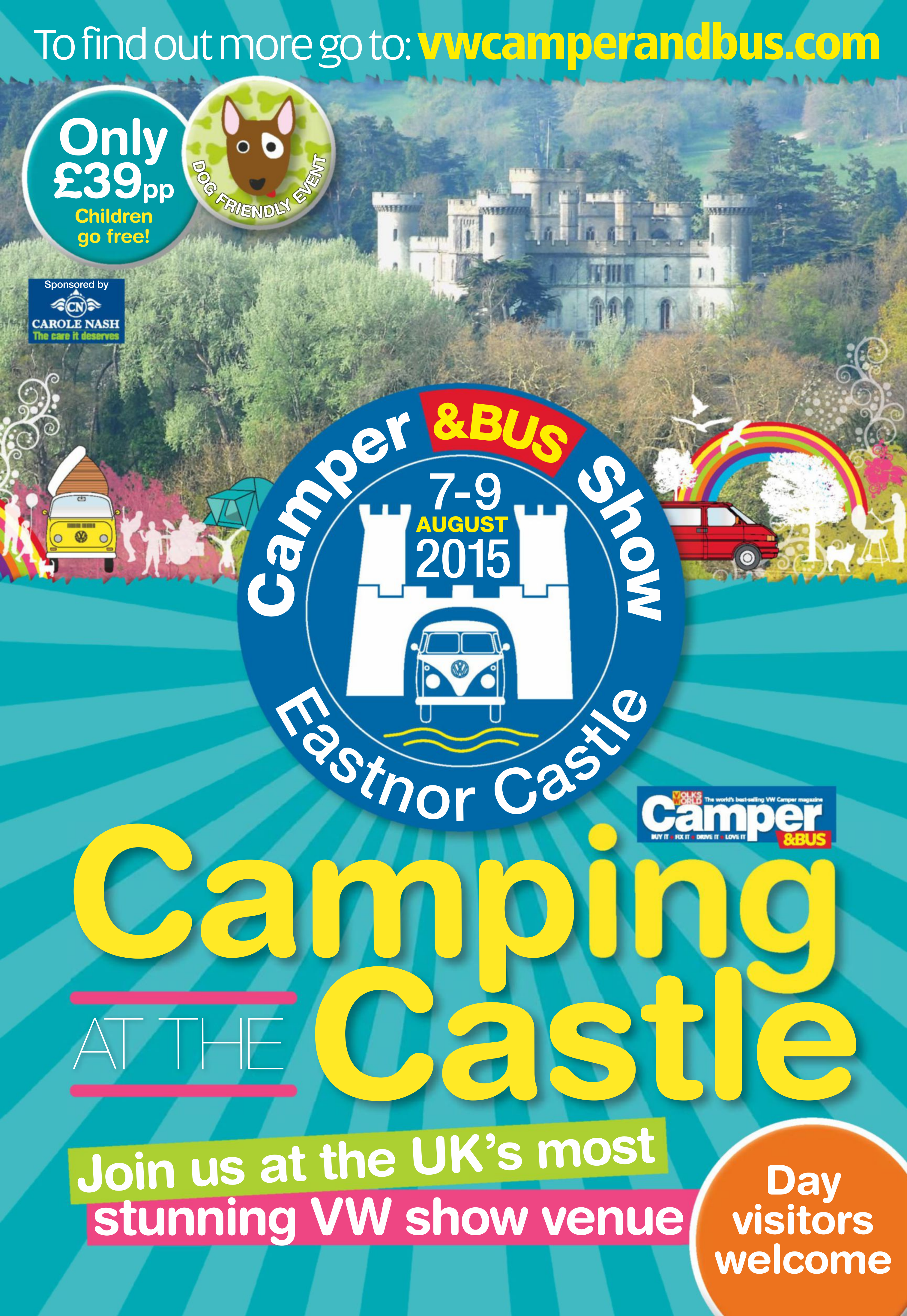

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# Camping AT THE Castle

**Join us at the UK's most stunning VW show venue**

**Day visitors welcome**

# Camping AT THE Castle

# A great weekend away for all the family

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The care it deserves

## Show opening times

**Campers: 13.00 Friday August 7 – 17.00, Sunday August 9**
**Day visitors: 09.30 – 19.30 Saturday, 09.30 – 17.00 Sunday**

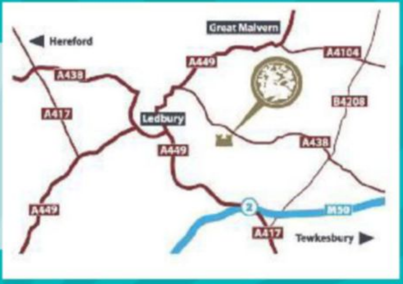
**SAVE MONEY BY BOOKING IN ADVANCE! Ticket shop closes Monday August 3 2015. Call Nicky on 0208 726 8313 or go to vwcamperandbus.com**

## DAY VISITORS WELCOME!

**The *Camper&Bus* Show is a whole weekend of fun in one of the most picturesque locations in the country. You don't even need to own a VW to join in, just bring yourself, a tent, caravan or a sleeping bag and kip under the stars. Everybody is welcome. If you are unable to stay for the whole weekend, why not just come for the day? With music, free family and kids' entertainment, topped off with a great display of VWs, it will be a weekend to remember!**

## Location

The *Camper&Bus* Show 2015 will be held at Eastnor Castle, Ledbury, Herefordshire HR8 1RQ. The show will be signposted from the A449



## Entertainment at a glance

For the final entertainment line up, please go to the show website

### FREE Saturday and Sunday daytime entertainment

- Soapbox Challenge
- Club displays
- Swapmeet
- Trade stands
- Steam railway rides
- Face painting
- Cake decorating (Sunday only)
- Kids' rides**
- Rust 'n' Prime (Saturday only)
- Fuzz Townsend Spark Plug Challenge (Saturday only)
- Early risers' movie
- Show 'n' Shine (Sunday only)
- Strictly VW dance classes
- Inflatables
- Family games (Sunday only)
- Archery
- Sword and shield construction
- Poster collage making
- Pantasy steel band (Saturday only)
- *Camper&Bus* Tea Party (Sunday Only)
- Karaoke in the *VWt* bar
- Circus skills
- Van Man
- Giant sumo suits
- Sit on and ride pedal karts
- VW bouncy Bus and Beetle
- Licensed bar
- Food for all tastes

**Free until 18.30

THE CAMPER&BUS SHOW • 7-9th AUGUST 2015

## FREE ENTERTAINMENT

DOGSHOW • ARCHERY
INFLATABLE GAMES**
SWORD AND SHIELD CONSTRUCTION • POSTER COLLAGE MAKING
SOAPBOX CHALLENGE
CLUBDISPLAYS • SWAPMEET • TRADESTANDS
LICENSED BAR • FOOD FOR ALL TASTES
KARAOKE IN THE VWt BAR
CIRCUS SKILLS • VAN MAN
GIANT SUMO SUITS • STEAM RAILWAY RIDES
PEDAL KARTS • FACE PAINTING
VW BOUNCY BUS AND BEETLE • KIDS' RIDES**
EARLY RISERS' MOVIE • STRICTLY VW DANCE CLASSES
ALL DAY SUNDAY 9th
SHOW & SHINE
ALL DAY SATURDAY 8th
RUST & PRIME
FUZZ TOWNSEND SPARK PLUG CHALLENGE
SATURDAY 8th SUNDAY 9th
FAMILY GAMES • CAKE DECORATING
CAMPER&BUS TEA PARTY
EASTNOR CASTLE • LEDBURY • HEREFORDSHIRE • HR8 1RQ
VOLKSWORLD.COM/CAMPER-AND-BUS-SHOW

**Free until 18.00 • All entertainment subject to change

## Soap Box Challenge

A few places are still available on the grid for the Soapbox Challenge. Enter in advance at www.vwcamperandbus.com or on the day at the Soapbox pit

## Don't miss out on this year's most exciting show!

# ALL entertainment is FREE*

* Unless stated

| Ticket prices<br>You can buy advance tickets via our online shop at www.vwcamperandbus.com Closing date August 3 2015 | | |
|---|---|---|
| Ticket type | Advance prices | Cash-on-day prices |
| **WEEKEND adult ticket** (includes camping) | £39 | £44 |
| **WEEKEND child ticket** (16 and under*) | Free | Free |
| **SATURDAY or SUNDAY adult ticket** | £13 | £15 |
| **SATURDAY or SUNDAY child ticket** (16 and under*) *Must be accompanied by an adult | Free | Free |

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Camper &BUS Show
7-9 AUGUST 2015
Eastnor Castle

DOG FRIENDLY EVENT

Only £39pp
Children go free!

## Rust 'n' Prime or Show 'n' Shine?

**Beetles, Splits, Bays, Type 25s, T4s, T5s and other VWs will all be competing for the coveted Best of Show trophies. The competition will be split over two days this year, with the Rust 'n' Prime event on the Saturday and the Show 'n' Shine on the Sunday. Enter your vehicle in advance at the show website**

THE CAMPER&BUS SHOW • 7-9th AUGUST

## MAIN STAGE

| | | |
|---|---|---|
| FRI 7th | DJ DANGEROUS DAVE | 7.10 PM |
| FRI 7th | STAR • TRIBUTE | 8.15 PM |
| FRI 7th | BIRMINGHAM BLUES BROS. | 9.30 PM |
| FRI 7th | • BJÖRN AGAIN • | 10.45 PM |
| SAT 8th | FUNKIN SKUNKS | 7.15 PM |
| SAT 8th | CARNIVAL COLLECTIVE | 8.30 PM |
| SAT 8th | TASHA LEAPER •AS• MADONNA | 9.45 PM |
| SAT 8th | VISION TECH BEATS | 11.00 PM |
| SUN 9th | KEVIN PEARCE | 12.30 PM |

## VWt LOUNGE BAR

The only T4 & T5 magazine you need!

| | | |
|---|---|---|
| FRI 7th | DJ DANGEROUS DAVE | 2.00 PM |
| SAT 8th | THE PANTASY STEEL BAND | 4.00 PM |
| SAT 8th | • KEVIN PEARCE • | 5.15 PM |

EASTNOR CASTLE•LEDBURY•HEREFORDSHIRE•HR8 1RQ
☞ VOLKSWORLD.COM/CAMPER-AND-BUS-SHOW

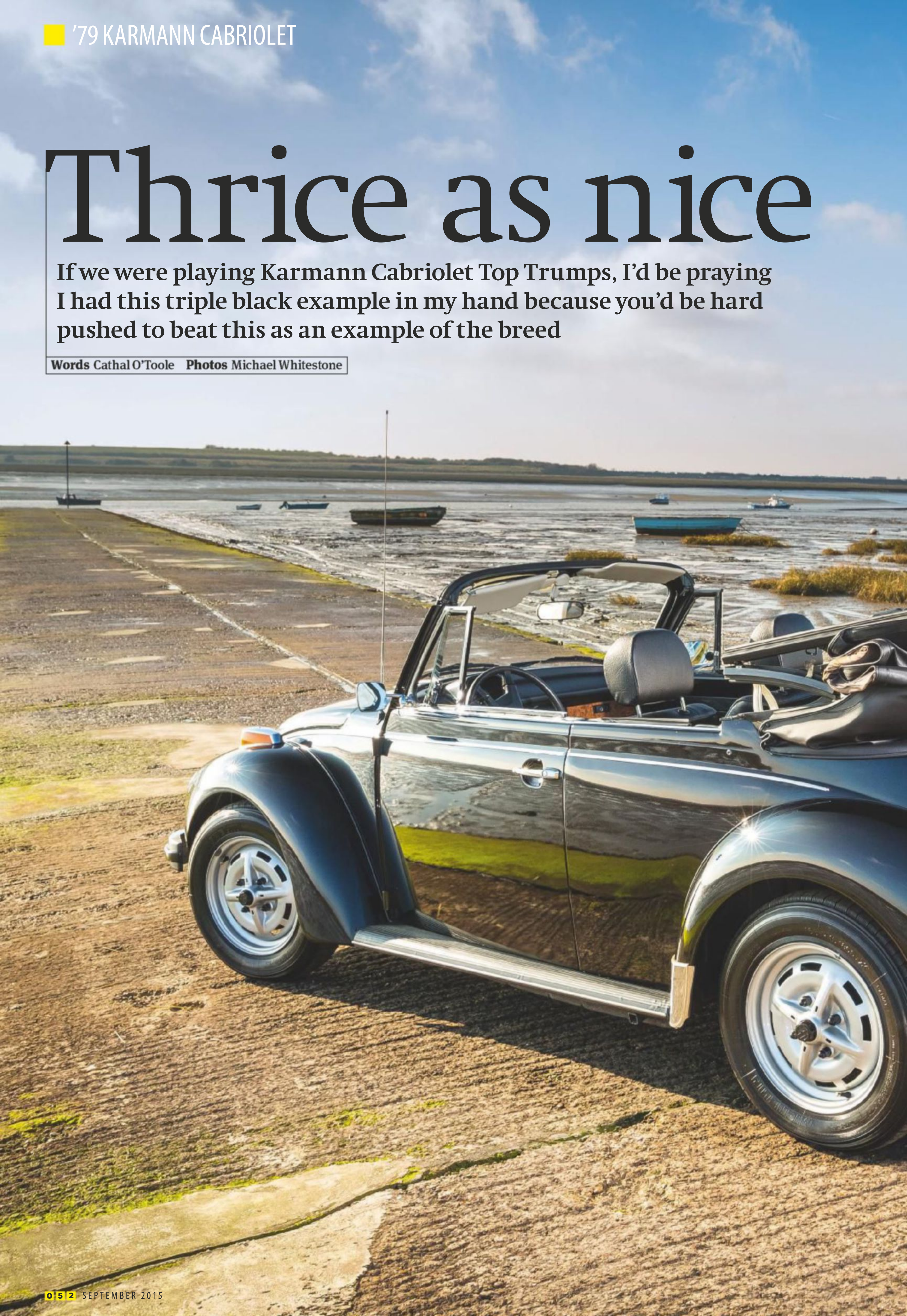
For up-to-date show information, check out the event website: www.vwcamperandbus.com/show

**Book now: www.vwcamperandbus.com/show**

# Thrice as nice

If we were playing Karmann Cabriolet Top Trumps, I'd be praying I had this triple black example in my hand because you'd be hard pushed to beat this as an example of the breed

**Words** Cathal O'Toole **Photos** Michael Whitestone



Most people in the VW scene, and everyone in the Karmann Cabriolet Owners' Club, will have a favourite convertible model, but whether it's a Split Window-era Karmann Kabriolett or a 1970 1500cc semi-auto Cabriolet you would choose to spend your hard-earned work tokens on, few would deny a 1979 triple black Karmann Cabriolet in original, near as damn it unrestored condition and with its entire history file in place is right up there in terms of desirability.

Without wishing to get too bogged down in VW marque history, suffice to say by the end of the 1970s VW decided that enough was enough and the Beetle simply had to go. In the UK, to celebrate the end of the line, we had the Last Edition model, which featured silver paintwork, a 1200cc engine, blue cloth upholstery and a dash plaque to verify its standing within the last 300 Beetles ever to be imported into the UK. They were saloons, of course, as VW, in its wisdom, figured we don't really have the weather for soft tops here.

The Karmann Cabriolet had a slightly longer run, and there was actually a last minute surge in orders when it was announced the last ever versions were to be made in 1979. So great was demand that the last one didn't actually come off the Osnabrück production line until January 10 the following year, somewhat later than VW intended production to run. The model you are looking at here is one of those last special editions, commonly referred to as a triple black, due to its black paint, black convertible top and black interior.

>

Each VW dealer was offered one of these L41-coloured beauties, that wore 5.5J Lemmerz pressed steel sports wheels, topped with black plastic centre caps and wheel nut covers. Thinband whitewall tyres were a dealer fit option. The idea was that the triple black should emulate, reflect and honour the original Beetle Cabriolet of the late '30s, which was also all black.

Clearly, the advertising and pre-sales promotions worked, as demand was high from the start, and rumours of cars being passed around amongst dealers for undisclosed sums further fuelled the demand for these instant classics. Many dealers never actually offered their allocation for sale at all, and either stored them away thinking they were an instantly appreciating asset or used them on their showroom floors to attract customers in. Some that were sold did actually get driven, while others were cocooned away by collectors,bramley with just the delivery mileage on the clock. Which brings us neatly onto this very automobile, which is now owned by Peter Dines. Prior to Peter's ownership, this triple black, or 'Epilog' as it is also known, had an interesting life. On January 31 1979, this soon-to-be-pampered Beetle left the Karmann plant at Osnabrück and was transported to the docks where it was loaded onto a ship, the next stop being Vancouver in Washington State, USA on May 31. From there, it was trucked to Sherrill's Volkswagen Inc. in Klamath Falls, Oregon, before carrying on to the selling dealer, Riviera Motors Inc. in Hillboro, Oregon.

> "The delivery mileage of 69 miles staying on the clock during this storage"

## A decade in hibernation

As with many of these cars, storage and non-use was its immediate future, and a further transfer saw it in Los Angeles, which was going to be home for the next 10 years, with just 69 miles on the clock. After a decade in hibernation, its US owner, Mr. Tony Cutterbuck, brought the Beetle to the UK and, shortly afterwards, sold it to a prestige car dealership by the name of Bramley in Surrey. Despite the distance covered, the Beetle had not so much as turned a wheel in those 10 years, so the speedo still read 69 miles. Likewise, the delivery and dealer window stickers remained untouched.

### TECH INFO

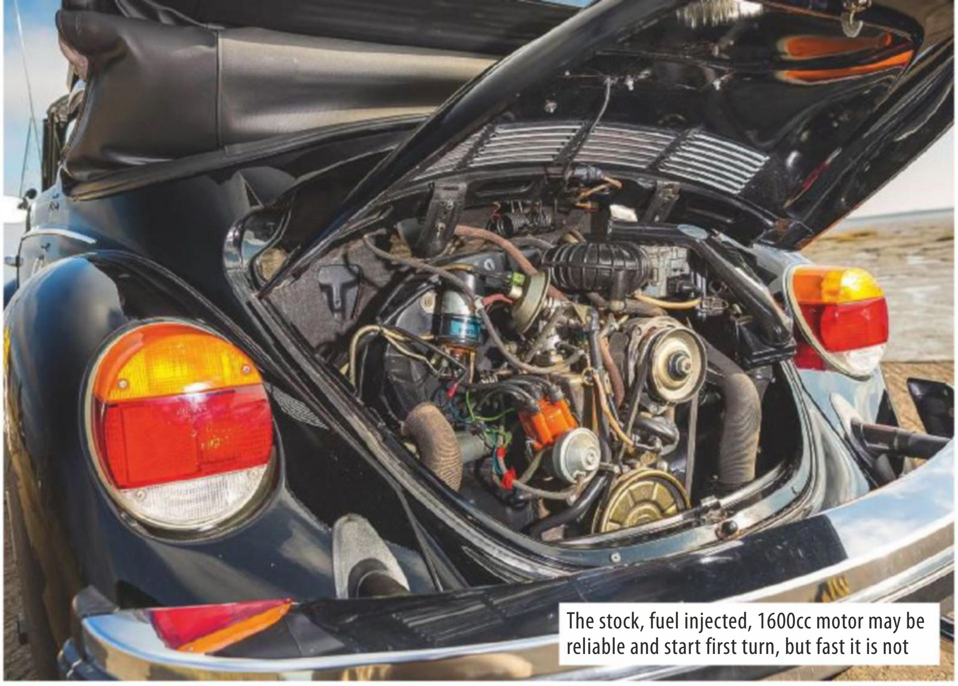
**BODY:** 1979 1303 Karmann Beetle Cabriolet finished in L41 Black with a black hood
**ENGINE:** Stock and original fuel injected 1600cc
**INTERIOR:** Original black basket weave seat covers; safety steering wheel with Epilog horn button; aftermarket radio cassette player, speakers and gear knob
**WHEELS AND TYRES:** Michelin 165XZX tyres on the original Lemmerz 5.5J x 15 sports rims

On September 23 1989, a Mr. David Strecker became the next keeper, although he retained ownership for less than two months and, on November 12 the same year, Bramley bought the Beetle back, now with its mileage running into triple digits, all the way up to a whopping 131 miles. Two weeks later, Bramley sold the Beetle again, now at 139 miles, to a Mr. D. Collins. The Beetle then re-appeared in the Bramley showroom for a third time on May 17 1996, when it was sold back to them again by a Mr. P. W. Stevens.

By this time, the Beetle's mileage had risen to 21,960 miles. Although still very much a cherished vehicle, it was starting to show some minor signs of use in the form of stone chips on the bonnet, front wings and front valance, so these were prepared for a new coat of L41 before going out onto Bramley's showroom floor once again. Next to add their name to the VW's history file was Mr. David Abbott, who then passed it on to a Mrs. Francoise Dodwell who, in turn, sold it in 2006 to a Ferrari dealer in the New Forest by the name of Meridien Modena. They then sold it to a Mrs. F. Sharman, who shipped the 1303 to her home in Jersey on November 16 2006. For the next eight years, the Beetle was used sparingly, occasionally winning prizes at local classic car shows on the island but, by January 2014, it became apparent that the car simply wasn't being used enough to justify its investment, so it was sold to a car dealer back on the mainland.

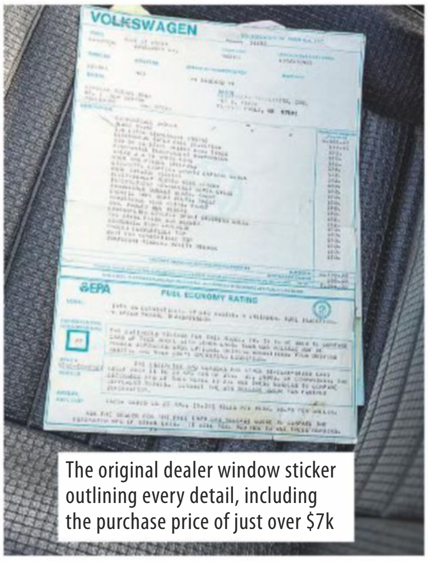
That dealer was a friend of Peter's, whom he had asked to keep an eye out for any old or interesting VWs that may come his way.

Just as it left the factory on January 31 1979, albeit with a few more miles on the clock. We did say a few



The stock, fuel injected, 1600cc motor may be reliable and start first turn, but fast it is not

The only white you'll see on a triple black is on the underside of the roof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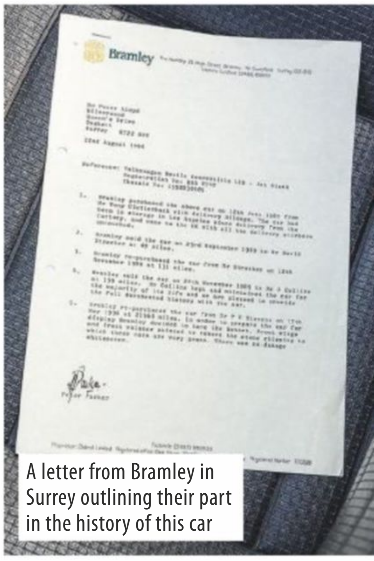
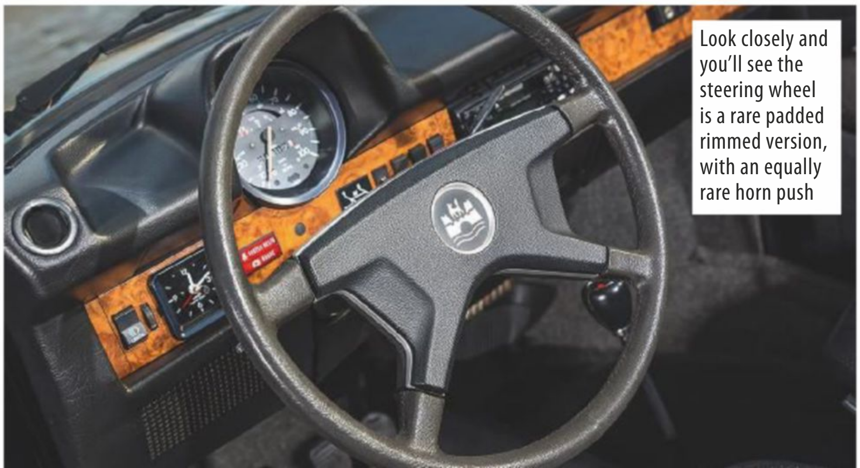
The original dealer window sticker outlining every detail, including the purchase price of just over $7k

Peter where he's happiest. It's fair to say this car isn't going to rack up thousands of miles, but it isn't going to be wrapped in cotton wool either



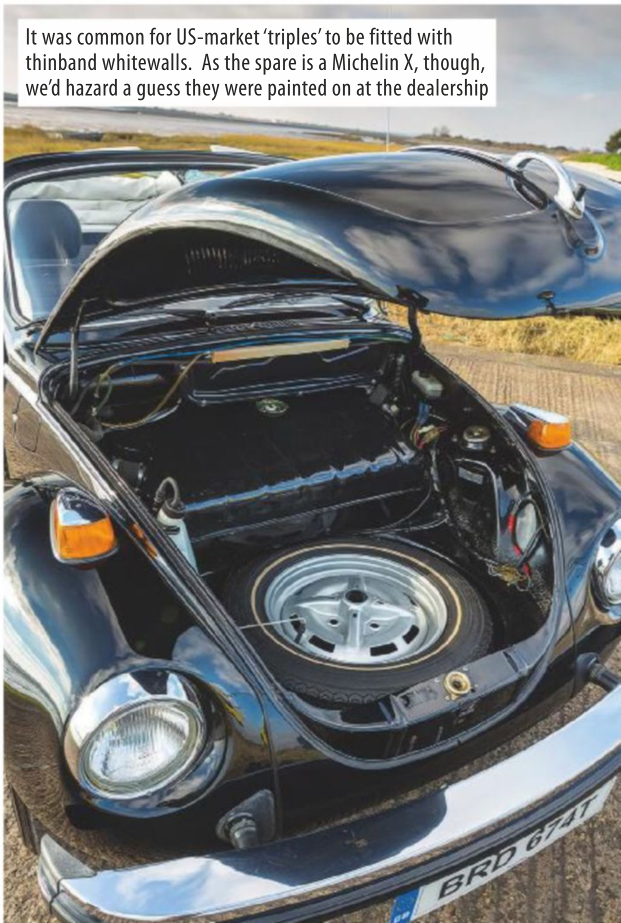
A letter from Bramley in Surrey outlining their part in the history of this car

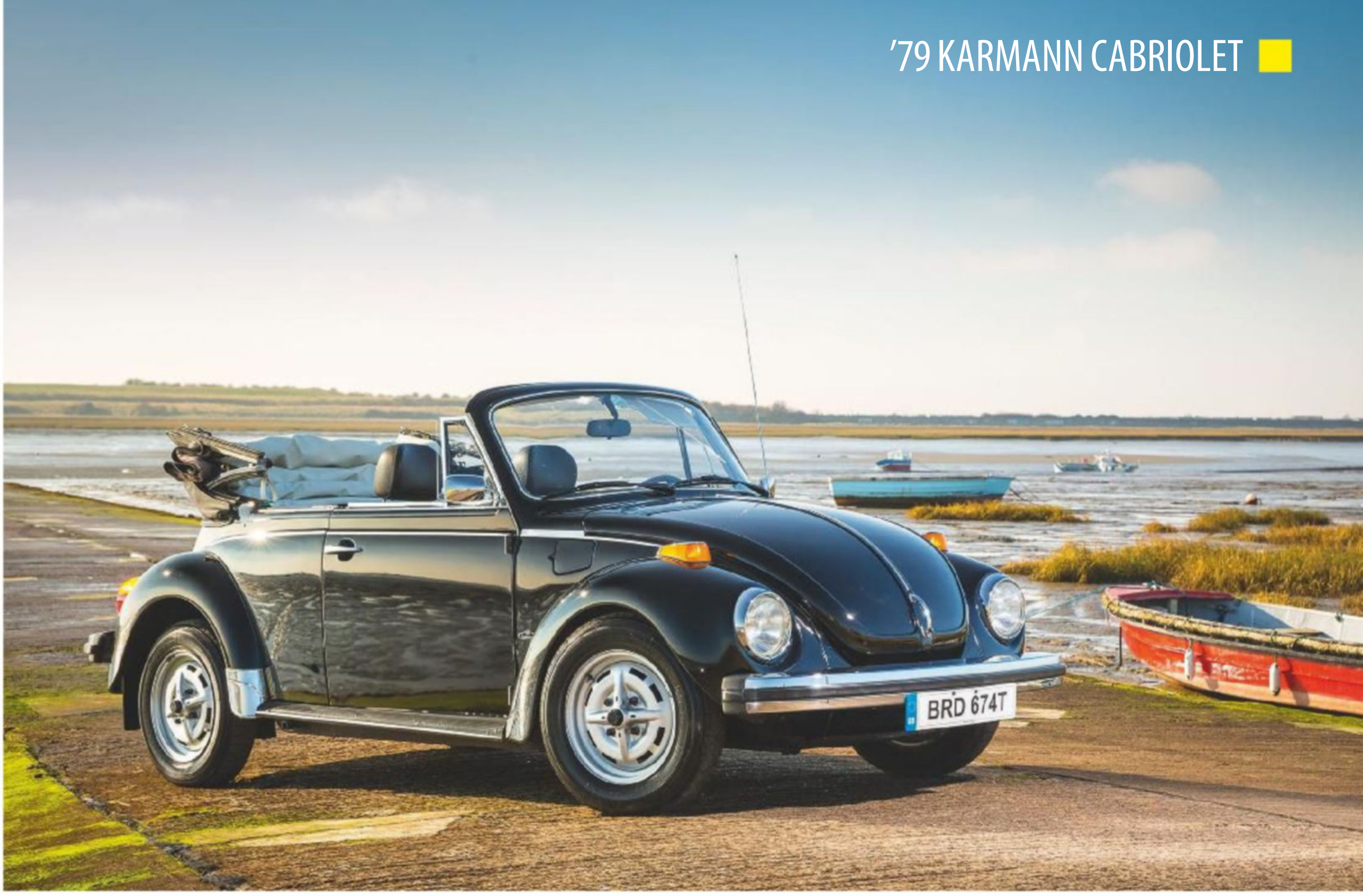
"If you don't use them they go off," says Peter. " I even take the kids to school in it"



Look closely and you'll see the steering wheel is a rare padded rimmed version, with an equally rare horn push

It was common for US-market 'triples' to be fitted with thinband whitewalls. As the spare is a Michelin X, though, we'd hazard a guess they were painted on at the dealership





Okay, so it's had a little fresh paint at the front, but just look at the shine on the rest of the 36-year-old paint. The bodywork's arrow straight, too

VW really pushed the boat out on these last edition Cabrios. Fake burr walnut dash, sporty recliners with head rests and a quartz clock, all pretty plush for a Beetle

True to his word, he was straight on the 'phone to Peter, telling him, "I think I've found your next VW."

Ironically, Peter was on holiday in Jersey at the time, so photos were emailed across and Peter instantly fell in love. "It's always when you're not looking, and don't have spare cash, that something like this pops up." Though with just 23,193 miles on the clock at this point, Peter would have been a fool to pass up the opportunity to become the next proud keeper of this Epilog Beetle. "I had to find the money from somewhere, because I wasn't going to let this one go. Stopping short of selling my organs, well, the vital ones anyway, I just about got the money together and the Beetle was mine."

## Good as his word

Bear in mind that Peter had bought the car solely on the word of his friend and some photos, he desperately wanted to see it for real to be sure his new toy was as good as he hoped. He need not have worried though because when it was finally delivered Peter could not believe his eyes. He had never seen a VW like it, except maybe a new one in a showroom, but this was a bit more special than that. This was not in a showroom and it was not 1979. It was 2015, and this amazing piece of Beetle history had survived in as-new condition,despite covering many thousands of miles, both on and off the road.

> "With just 23,193 miles on the clock, Peter would have been a fool to pass up the opportunity"

The previous owner had mentioned something about having "some history" with the car, but when Peter opened the folder he couldn't believe that it was a fully traceable history, through all the previous owners, all the way back to the original factory build sheets, sales invoice and window sticker. Each service, every bill was there for all to see. "I could literally track the movement of the Beetle from the time it left the factory in 1979, right through to when I bought it. I had never even seen build sheets from the factory, so never imagined I would ever own a car with them."

## BEHIND THE WHEEL

"It's a pleasure to drive such a nice car, and the kids love it and love to show it to their friends who think it's really cool. We all love it so much that we look for any excuse to take it out in the sunshine. I really love that I am the owner of it and I take great pleasure in other people's admiration of it. It puts a smile on my face whenever I drive it and, I have to confess, it even puts a smile on my face when I see it in the garage. I know I am just a caretaker of this car, but I'm very proud to look after it for the next owner who will hopefully look after it as well as each owner before me.

Even in 1979, when the window sticker said $7,144, the price was already creeping up as dealers and collectors scrambled to buy up the last production Karmann Beetle Cabriolets, but these days such well-documented cars are rare and, in line with the increase in classic car values generally, we're seeing a rapid increase in their value. With cars like this, it's history and mileage that are all important, and there can't be many others around that can compete with Peter's car on either front, let alone both.

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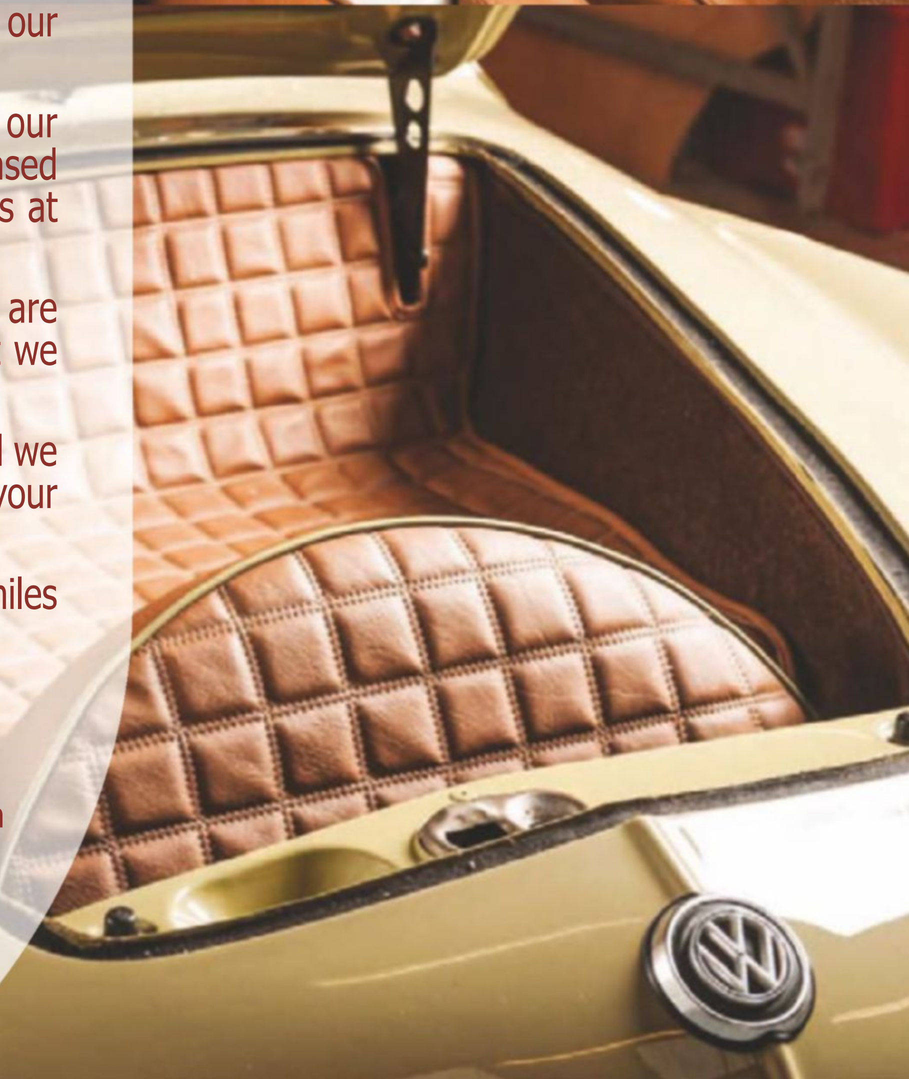


# Changing lanes

**Simon Hall from East Sussex has been there, seen it and done it all. After reading his story, we think you'll understand how he has ended up falling for the power of patina**

**Words** Ivan McCutcheon **Photos** Dan Pullen

This story begins over 40 years ago when Simon Hall's passion for internal combustion engine-powered machines kicked off as a 10-year old. He has messed about with cars and motorbikes ever since and has owned many different vehicles, ranging from mild to very wild, with the most bonkers being his drag racing cars. He spent quite a few years racing an Austin A30 with a 5.4-litre V8 engine, before building a street legal 1932 Ford Model B roadster that could, and did, post 10.3-second quarters at 130mph. The list of VWs he has owned is what we're interested in though, and he's quick to point out the fact he was heavily into the water-cooled scene before getting hooked on air-cooleds. Simon owned a string of 8v and 16v Mk2 Golf GTis. After making the switch to air, he went through a 1957 Oval, a '67 13-window Split, a '69 Notchback and a '71 Early Bay Westy.

The mania for VWs hasn't taken over his life completely though, as he is currently rebuilding a 1961 Ford Anglia 105E rally car, telling us he is "Trying to maintain the original exterior and overall period feel." We like the sound of that, a lot!

## Stone chips with everything

The interesting element is, having spent years restoring a Camper to be as good as possible, with a gleaming paintjob, Simon was to have a complete change of heart and outlook. Virtually as soon as he'd finished the project he realised the whole show thing wasn't for him. "I turned up at Brighton Breeze and Rikki James said, 'Oh great, a shiny one.' By the end of the day, I was bored of having to keep an eye on people walking round the Bus, worrying about it getting scratched and so on. My kids, Sophie and Nathan, were getting bigger, and every time we went out in it I was worried about it getting stone chips or the kids accidently knocking something into it, so I decided to get something I could use and abuse."

The replacement came in the form of a 1963 Double Cab Pick-up, modified in 2007 by John Jones of Kustom Coach Works in Grand Junction, Colorado, USA. It was later shipped to The Netherlands by Kieft & Klok and, from there, ended up in the UK.

American Eagle five spokes are better looking than other copies of the original EMPI two-piece wheel. These ones wear 165/45 and 175/55 rubber

Simon really fancied a Crew Cab so, when he saw this one come up for sale he was on it like Sonic! He hasn't kept tabs on the overall outlay he's put into the truck but, on the subject said, "I paid over the odds to get a mostly original paint DC that wasn't Dove Blue." He bought the truck in August 2013 and the story behind him buying is one we felt we had to share with you: "I purchased the vehicle from a chap in Dorset and decided to take my son, Nathan, who was nine at the time, with me to collect it. We went down on the train but our train got delayed when the doors on the train in front stuck open. They eventually moved the broken train out of the way, which involved sending it down a siding. Unfortunately, this resulted in the points breaking and further delays as the train had to be re-routed. We eventually arrived three hours late, but were rewarded with 'Ratty'. We drove back through Ringwood, which was gridlocked, and were worn out by the continual waving and people hanging out of their cars taking photographs of us. We stopped for fuel and Ratty wouldn't start again. As I didn't have any tools, I called the AA who jacked Ratty up. This action caused the Bus to start again so we were able to continue our journey. Subsequently, I traced the problem to the feed to the coil being next to the exhaust header, so the wire had melted to the header and shorted out. The action of jacking up Ratty had freed the wire from the cooled header. I have since run new feed wires through the chassis."

> **"I paid over the odds to get a mostly original paint DC that wasn't Dove Blue"**

The epic journey may have been the day from hell, but it was worth it as the Double Cab proved to be exactly what Simon needed in his life. Here's why.

### TECH INFO

**BODY:** US-spec 1963 Crew Cab
**INTERIOR:** CSP shifter; Sunpro rev counter; Auto Meter oil pressure gauge
**ENGINE:** 2007cc TYpe 1 motor (78mm x 90.5mm); Weber 40IDF carbs; Porsche fan conversion
**GEARBOX:** Rancho Freeway Flyer swing axle 'box with 0.875 ring and pinion; 0.82 4th gear
**BRAKES:** CB front disc conversion; Type 3 rear drums
**WHEELS AND TYRES:** American Eagle five spokes; 165/45 x 15 front 175/55 x 15 rear

When KCW built the L456 Ruby Red '63, the bodywork had been sympathetically restored. It needed a fair bit of metal cutting out and replacing, including sills, rear arches and the outer 150mm of cab floor. With this done, John Jones blended the new paint in with the old original faded VW paint to hide the fact the new metalwork had been needed.

## Notched 'n' narrowed

The truck was lowered as far down as possible without resorting to an air-ride system. This involved notching the chassis rails, a KCW narrowed front beam, raising the steering box and welding in tubs so the front wheels could sit further up into the cab.

The rear end was dumped on adjustable spring plates and given KCW shock mount extensions. A straight axle conversion was essential, and a Rancho performance Freeway Flyer swing axle gearbox was bolted up in readiness for a honking 2007cc motor. Obviously, the brakes were upgraded. Up front there's a CB Performance disc brake conversion kit, whilst the rear end now features Type 3 drum brakes.

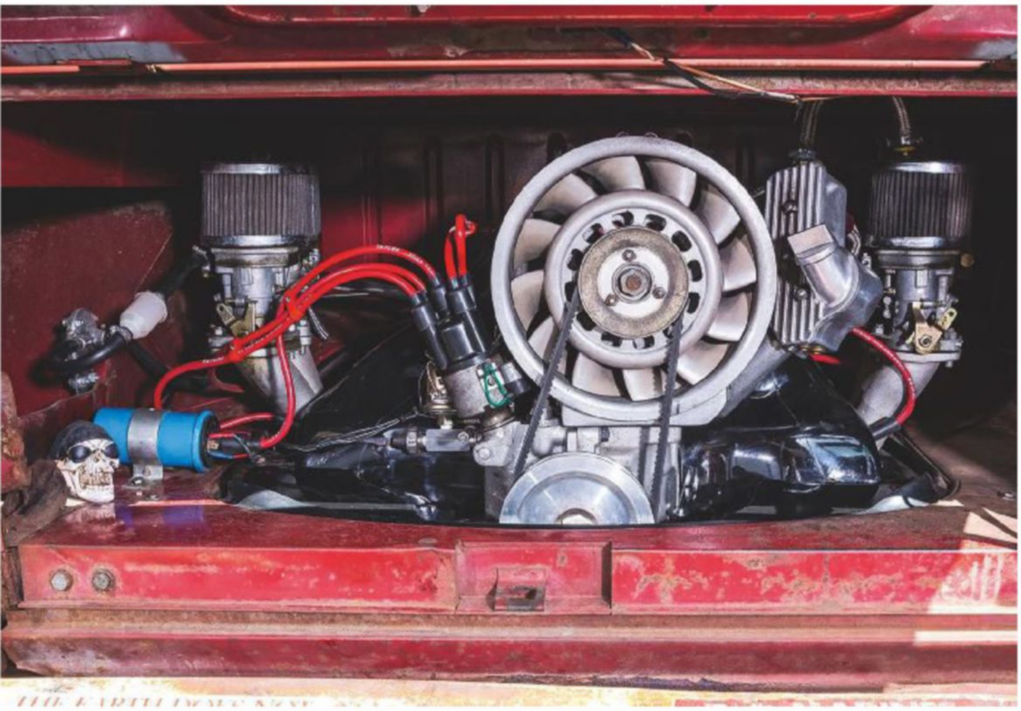
The Bus' original 1192cc engine would have made 34bhp. At best this would have, eventually, given a top speed of about 65mph. The engine fitted by T2D produces over four times that output. It's based on an AS41 crankcase and has a 78mm counterweighted crank and 90.5mm barrels and pistons. Simon isn't sure of the spec of the camshaft, but thinks it's probably an Engle FK8. The cylinder heads are CB 044s and have been

Rear safari windows were never offered by VW but, thanks to the aftermarket, they're now available

Period LW / MW radio is a pointless addition in a vehicle that is as noisy as this on the move

Ratty the rubber rat is a real hit with kids at shows, but it's those headlight grilles we love

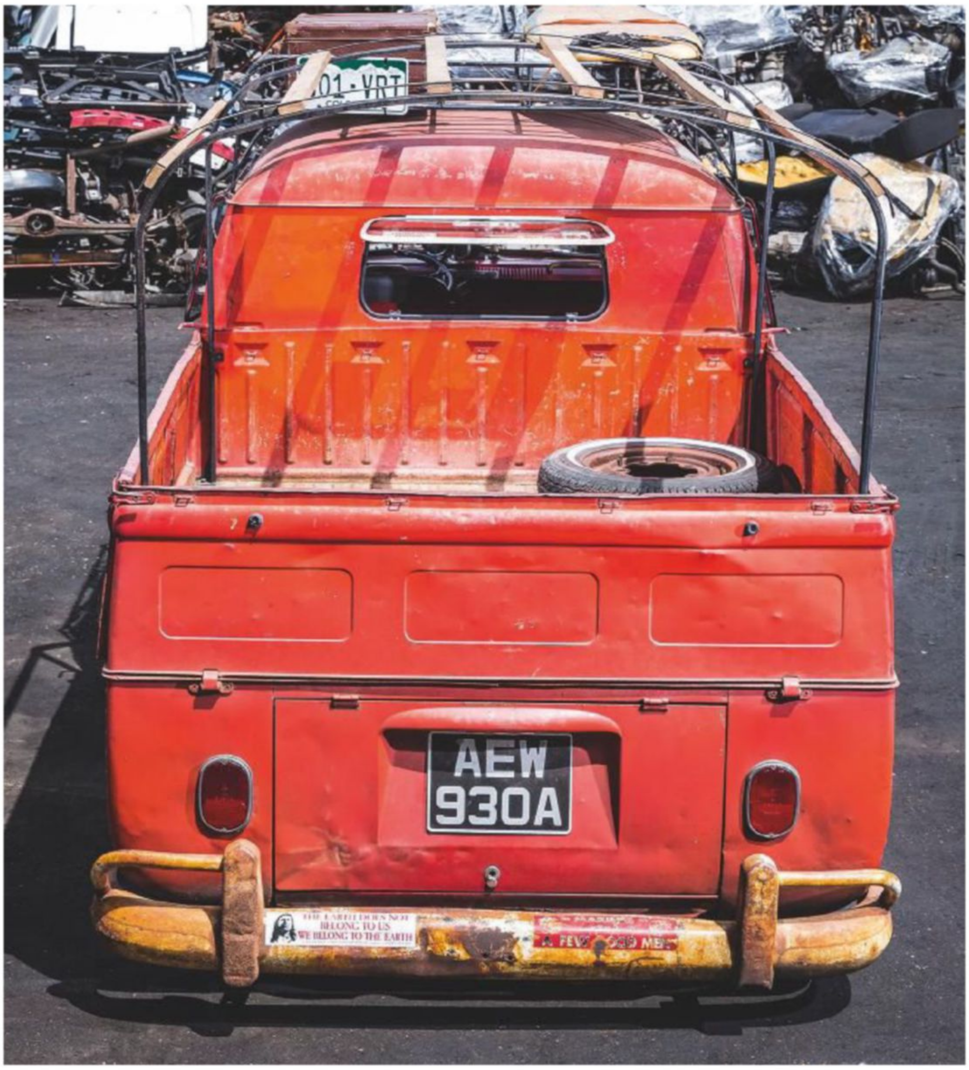
Type 2 Detectives Edition CSP shifter ensures far slicker gear selection than the original VW stick



The 2007cc motor with Porsche fan conversion and twin Weber 40IDF carbs was fitted by T2D

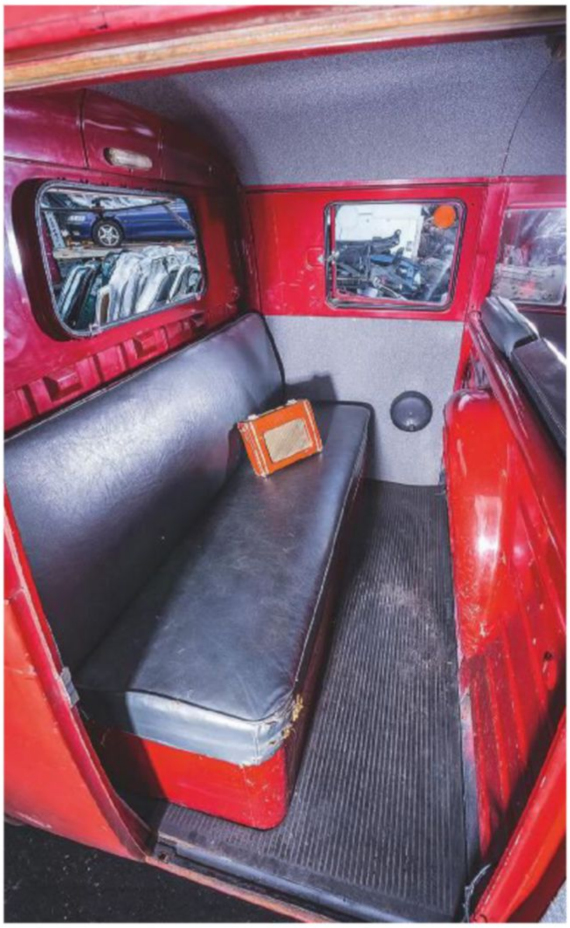
Sunpro rev counter and Auto Meter oil pressure gauge keep Simon aware of what's going on in the engine compartment

Sunpro
RPM X1000
OIL PRESS



US-spec Crew Cab features towel rail bumpers and all red rear light lenses

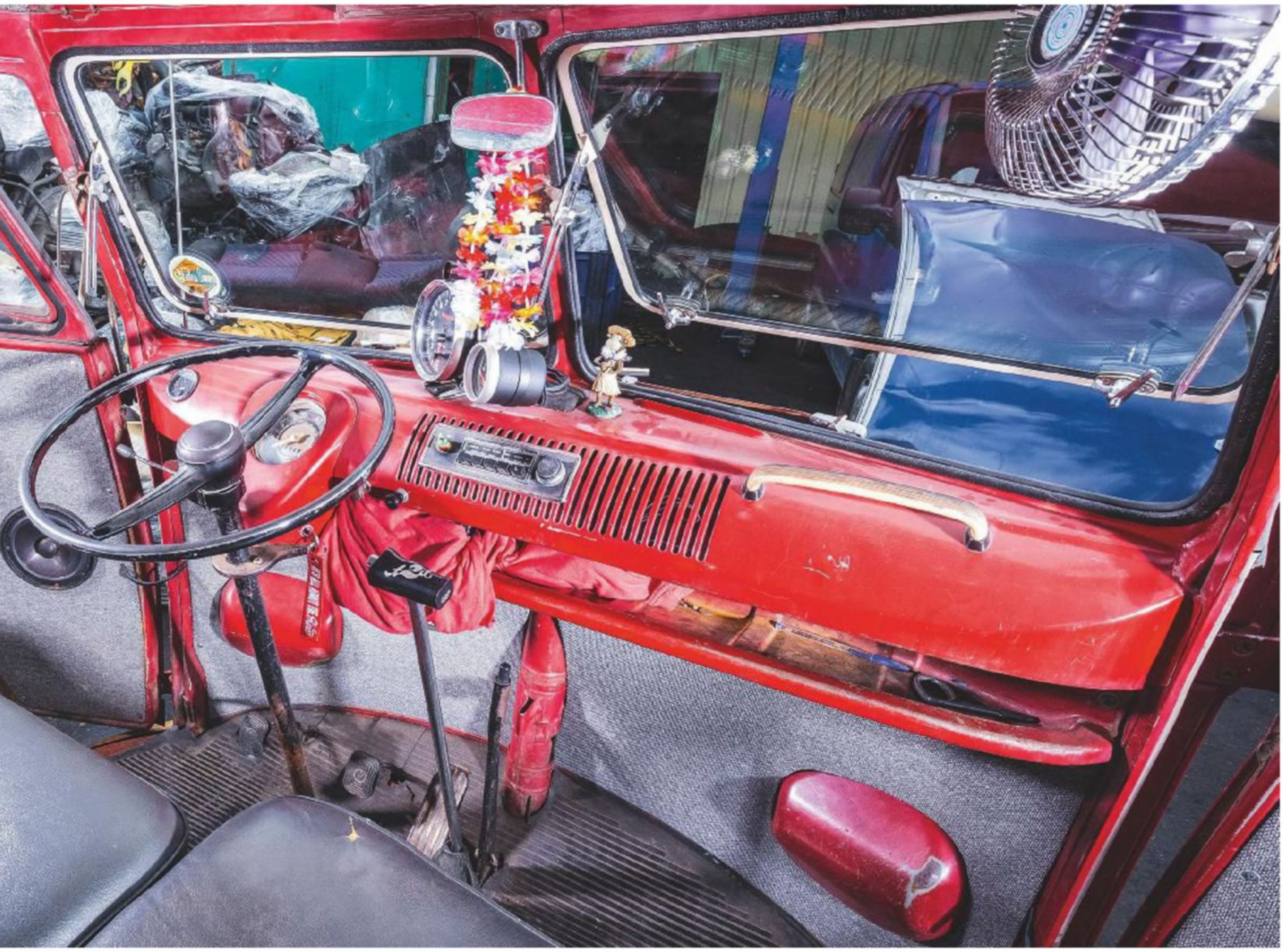
Rear of the cab has a three-seater bench, which lifts up to access a storage locker underneath



## BEHIND THE WHEEL

"It's a fantastic drive, it's just like driving any modern car… No, it isn't at all! It's very loud, and very noisy, so much so there's no point having the radio on as you can't hear it anyway. But this is actually a good thing, as it stops the kids from arguing all the time. If they start, all I need to do is open the front and back safaris and that shuts everyone up.

"It handles like a very low and narrow Bus on rubber bands. As such, you don't go round the corners too fast and you constantly have to dodge potholes. I spend most of my time on the right side of the road but, as it's left-hand drive, when I have to cross over the middle of the road to swerve round a pothole it scares the life out of my mate Dave!"



^ Basic? Yes. Cool? Most definitely! All Commercial Type 2s had black steering wheels, columns and switches, but not all had a CSP T2D Edition shifter and Auto Meter gauges

ported, polished and matched to the manifolds. Weber 40IDF carbs fuel the fire. The VW cooling tin has been changed to a ’glass fibre Porsche fan conversion. This means the VW oil cooler had to be a remote cooler. A full flow oil system with Fram HP1 filter was part of the package. The exhaust is one of the best money can buy, a Custom & Speed Parts stainless steel header with hideaway muffler. This package has not only proved powerful enough, but has been reliable, having never let Simon down.

The cab area of any Commercial VW was never luxurious, and this one has been kept basic. Going by the splits in the corner of the vinyl cover on the rear bench and the driver’s seat, the seats look original, but the headliner, door panels and front panel have been replaced with grey cloth. An old period radio, Sunpro rev counter and Auto Meter oil pressure gauge were added to the dash. A pair of front and rear safari windows and an accessory electric fan help airflow.

## Improve and preserve

Since buying the truck, Simon has spent a lot of time going through it, as he explained: “I have gone through a lot of what was done and undertaken work to preserve it for the future without altering the current look.” We then asked him if he had encountered any problems since he got the truck, and were interested by his reply. “I try to avoid buying any repro parts, so trying to source useable genuine VW parts is a challenge. I have had quite a few issues with the quality of parts supplied by ‘experts’. And what about additions made since buying it? “I fitted a set of original front belts that I removed from the 1967 Split I had previously restored – I don’t throw much away! – and then there’s the replica bows I installed last winter, purchased from a chap in Belgium. They needed a bit of a Chip Foose treatment to make then fit.” For those who may not know, ‘bows’ are the wooden slats that mount to the metal framework that sits over the pick-up bed, over which a canvas cover, known as a ‘tilt’, attaches.

> “The rope wrapped around the bumper is what Simon refers to as his “only crumple zone””

The rope wrapped around the bumper is what Simon refers to as his “only crumple zone”, and Ratty, the rubber rat squashed between the towel rail and bumper is “photographed more than the DC as all the kids love it!”

Owning the Double Cab has changed Simon’s outlook on what he feels the perfect VW is. He is now a committed disciple of patina and told us, “I love it, as I don’t have to polish it and I can enjoy it without having to worry about it.” Having said this, Simon was keen to point out how much he appreciates looking at show-quality VWs, they’re just not something he’d want to own these days. ■

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# Hitting the Apex

## A track-focussed event with lots of show loveliness to boot

**Words** James Wallace **Photos** Julian Hunt

Throughout the course of May 8-10, the Apex Festival consumes the somewhat unloved surroundings of Lydden Hill race circuit for a festival of track time, drifting, partying, drive-through movies and show 'n' shine shenanigans. Now in its third year, the desolate Kentish race circuit, just a short hop from Dover, hosts all manner of track-focussed machinery with a slant towards the VW stable being particularly noticable, due to head honcho, Simon Sergides', penchant for air-cooled motoring.

As a weekend event, it reminds us of car shows of old (the good ones!), with a super-chilled atmosphere, cracking weather and an eclectic mix of cool cars from a much wider stable than you're probably expecting. From a purely selfish point of view, it was Bill Richard's insane spaceframe Metro, 'Bessie', that left a lasting impression on me, but the breadth and quality of show 'n' shine entrants on Sunday was also really refreshing. Get involved next year.

TELEFUNKEN
Radio
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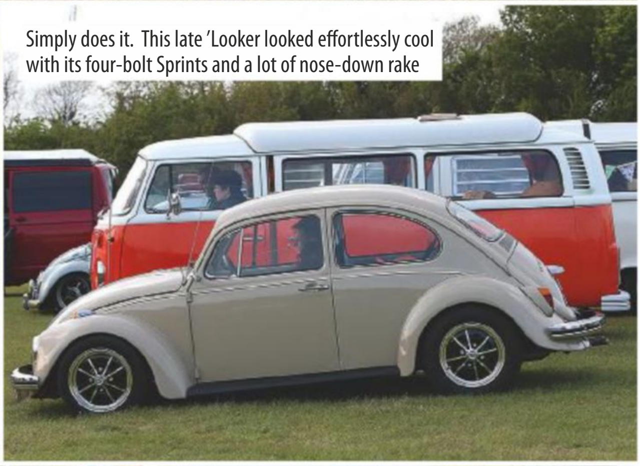
The Sunday afternoon show 'n' shine was well populated, and had a really chilled vibe to it

The parade lap allowed everyone to get out on track on both Saturday and Sunday afternoons



Simply does it. This late 'Looker looked effortlessly cool with its four-bolt Sprints and a lot of nose-down rake

Who doesn't need a furry hammock in their lives?

BTR rims look the part on Grant Kennaird's '66 11-window, but took a bit of head scratching to get them to fit

Retro Racers track time was populated by all sorts of Beetles, Mk1 Goofs and a Metro called Bessie

Darren Claggett was out with the drifty boys showing them how it's done

Rust is not a crime, but neither is a bucket of soapy water and some polish – kidding!

Nice to see some Buses out on track honking on

This ride height = new valance, perhaps?

Air on the left, static on the right. Nice racks btw

What's not to like about a slammed Trabant on banded steels? You'd have to be heartless not to love it

Part of team *VolksWorld*, the *VWt* arm, our Jimbo's Mk1 Berg Cup replica features a 2.0 16v engine on throttle bodies

The Thingamies / College of North West London-built Bug

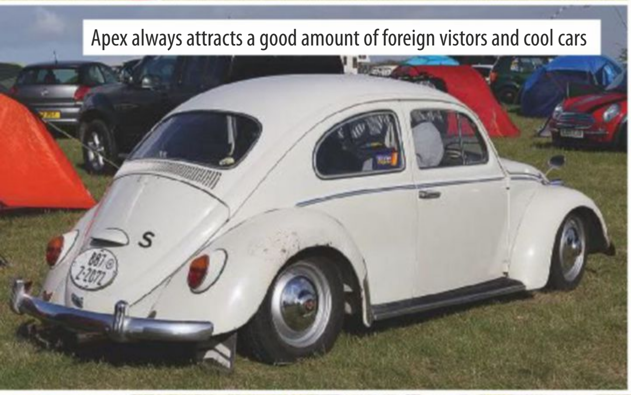
All-attitude Oval belongs to show organiser, Simon Sergides. Looked hard as nails on track

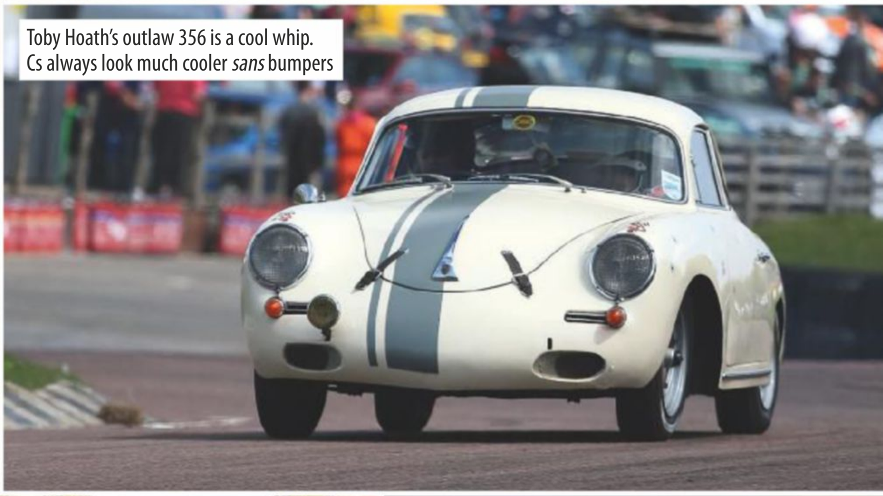
The Motel '58 has been knocking around for years and gets about loads. We see it all over the place. Good work

# SHOW REPORT
# Apex Festival

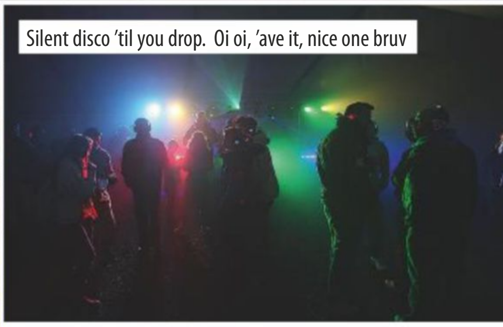
Slammed Early Bay with emergency breakdown wheels. Check it

The drive-in movie on Saturday night was only lacking roller babes in short skirts


Apex always attracts a good amount of foreign vistors and cool cars


Toby Hoath's outlaw 356 is a cool whip. Cs always look much cooler *sans* bumpers

Shaun Howe's '62 in that lickable House Of Kolor Wild Cherry always gets our vote


Silent disco 'til you drop. Oi oi, 'ave it, nice one bruv

Everyone loves a sausage with a VW part number

Gnarly Single Cab wears its repairs on its sleeve

No wet weather protection, but a ton of polish goes into the engines on these two UK Buggies

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# Rally retro

## Now in its 10th year, this three-day event takes place in the beautiful surroundings of Ingolstadt. VW Heritage and VW Classic took us for a ride

**Words** Jimbo Wallace **Photos** Jimbo and VW Classic

400 miles over three days in late June through some of the most amazing, traffic-free countryside you could imagine in a classic Beetle. Sounds pretty good, huh? That's what the Donau classic car rally is all about. Over the last decade it has grown from an initial field of 89 entrants to a capacity field of 250 cars, with the only criteria being the cars must have been built prior to 1991 to enter. Understandably, you have to stick to German motoring laws and speed limits, but the Rally offers the chance to stretch the legs of your vintage metal in a way you can't easily do in the UK

For us, it all kicked off when David Ward, MD of VW Heritage, suggested we collaborate and build a car to compete in the Donau, then offer up the driver's seat as a competition prize. That concept quickly turned into reality and, before we knew it, a Mexican Beetle was drafted in to perform the starring role. A quick makeover with some uprated Bilstein B6 suspension, a mild 1641cc engine and a set of Cibié rally lights, all vinyl wrapped to replicate the multiple race-winning Salzburg rally Beetles that were campaigned with great success between 1967 and '74 by the Austrian VW / Porsche dealership, and we were ready.

The official Saltzburg 1302S on the left and the new wave VW Heritage recreation on the right

At the finish line at the Audi Forum Ingolstadt

There were 162 pages of these notes to follow…

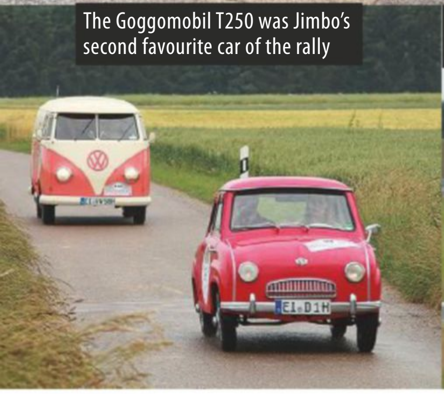
Norbert Henglein's '75 911 RSR packed a 300bhp punch from its 3.0 flat six and finished high up the rankings

Georg Bierschneider's 650bhp Audi S1 Quattro is a real monster

Step forward Warren Stallard, long-term Bus and Beetle fettler who spends his nine to five as a wedding photographer, but prefers to be in the garage tinkering with his '70's Bug and Split Screen Bus. After buying a number of parts from the Heritage website one day, he thought he'd give the competition a shot and, a couple of months later, was informed he'd secured the seat in the Heritage Salzburg replica. "I never win anything, and I certainly didn't think I'd be in with a shot at such a prestigious prize. It's a bit humbling really," he told us when we met him at Gatwick early one Wednesday morning in preparation for the big event. Luckily, Florian Gotz, German marketing man for VW Heritage, had offered to drive the car out from the company's Shoreham base camp to Ingolstadt and myself and Warren were due to join him in the centre of town the night before the rally kicked off.

Meeting up with Bernhard Kadow and Brigit Mangione from Volkswagen Classic Parts for dinner in Munich on the way was an absolute pleasure, but they put the fear of God into me as it sounded like I was going to be a co-pilot in another vehicle altogether, rather than guiding Warren around for the next three days. So, my steed for the rally was a 1978 1303 Cabriolet from

> "A Mexican Beetle was drafted in to perform the starring role"


The Goggomobil T250 was Jimbo's second favourite car of the rally

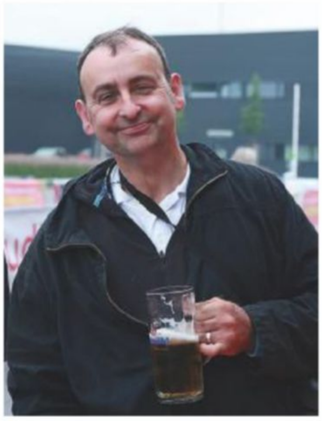
Warren and Florian at speed on the Audi test track, carrying out the final regularity trial of the day

the VW Classic fleet, with Kay MacKenneth and Brigit herself also on board.

## Day one

**Urdonautal tour:** following registration, scrutineering and a pre-rally briefing at a shopping centre in the middle of town (where I got to meet world rally legend Walter Rohrl) my team sat me down and talked me through some of the 162-page A4 road book that guides you along the pre-determined routes each day. After a bit of head scratching, and some very confusing Anglo / German translation, I felt a little more comfortable with the concept of the next three days. A glance around the car park revealed some very serious cars on display for the crowd to check out. Organised in classes A to E, according to the date of production, there was everything from pre-war MGs and Bentleys, through 1930's Audis and Jaguars, right up to relatively modern cars like short wheelbase Audi S1 Quattros taking part.

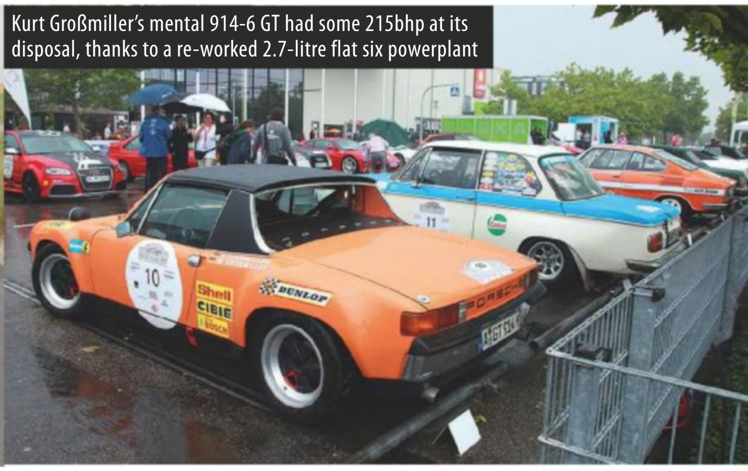
## COMPETITION WINNER



Warren 'Joe' Stallard was so stoked to be the winner of the competition we ran at The *VolksWorld* Show to win a drive in the Donau Classic Rally, he couldn't wait to set off on the adventure. Having owned and restored a variety of both Beetles and Buses over the last 25 years he's no stranger to working on and driving VW's finest, but the last thing he expected was to be pulled from the hat and told to meet with a random journo at Gatwick one sunny June morning. "It's all been a bit of a whirlwind if I'm honest. At the start it seemed rather daunting, but driving the VW Heritage car soon became second nature and Florian was a cracking co-driver, even though he often seemed a little distracted by the Bavarian landscape at times!

Thank you to everyone involved for making it an unforgettable experience. We came 90th as well, which I'm really pretty chuffed with considering we started in position 202.

Jimbo's steed for the weekend was this mint '78 1303 Karmann Cab


Kurt Großmiller's mental 914-6 GT had some 215bhp at its disposal, thanks to a re-worked 2.7-litre flat six powerplant

Warren S and Florian G piloted the Heritage car with aplomb and came home 90th overall

Frankly stunning 1955 300SL of Kurt Steinhausen

Even Jake and Elwood were allowed to take part – cop brakes, cop suspension, cop motor etc…

The 'oldtimers' receiving entry numbers according to registration date. Entry number one went to a 1937 Bentley 4½-litre tourer, while our '78 Beetle received entry number 200 out of 242.

In truth, I wasn't truly prepared for the *Wertungsprüfung* – regularity time trials – timed runs where you're up against the clock to complete specific distances in a set time. You incur points if you don't complete the course, or wind up either under or over the alloted time period. The closer you are to the specified time, the fewer points you incur, and the points are used to determine the overall rankings. As someone who believes the word 'rally' should be closely connected to the word 'speed', this fried my brain, especially as the courses were often so complicated that I frequently got our team lost, mainly due to the language barrier and the fact I was a God awful co-driver. Was it fun? Er, the jury is out on that one.

Anyway, when we left Ingolstadt for the first time, the rain was bucketing down and we had 137kms ahead of us in a convertible. Had it been sunny, had the roof been down and had I not been having to read the 'lack of pace' notes quite so intently, I would have enjoyed the drive through the captivating Bavarian landscape. As it was, I felt like a human sat nav, solely focussed on finding the next *zeitkontrolle*, or check point.

We eventually wound out way back to the Audi test track in Ingolstadt where the final time trial of the day involved covering three laps of the circuit, the final one having to be completed 10 seconds quicker than the previous two. Naturally, my German driver timed it to perfection, while I sat back and dreamed of the buffet Audi had laid on in its high tech test facility and dealership. It was a fitting end to our first day and, believe it or not, we'd actually climbed up the overall rankings and were in position 156 by the end of day one. As a team, we secured a few steins of Hofmul, a Bratwurst or two and sat back to watch V10 R8s drift around the rain-soaked track at the hands of Audi test drivers. All in all, not a bad way to end the day.

## Day two

**Frankenalb Tour:** Friday dawned bright and early for team VW Classic as we set out an hour earlier than the rest of the field due to our combined photography and video needs. As a result, we pretty much blew any chance we had of improving our ranking as we were forced to skip various trials on route. It was a seriously punishing day for competitors, with than 300kms to cover. That doesn't sound like much but, given the complexity of the routes and the tight, winding nature of the roads, it really takes its toll on both drivers and co-drivers. The only respite was a lunch stop, which saw us board a boat for a 45-minute trip down the Danube at Kelheim in the shadow of the Befreiungshalle, a classical monument that King Ludwig I of Bavaria commissioned to commemorate the victories

> **"I felt like a human sat nav"**

Ploughing through the hop laden Bavarian countryside, team Heritage were always having a laugh

At Großmehring, the people's party allowed everyone to be involved

Of all the cars taking part on the rally, the '71 NSU TT Prinz of Lorenz Lankes was the one our Jimbo most wanted to drive home

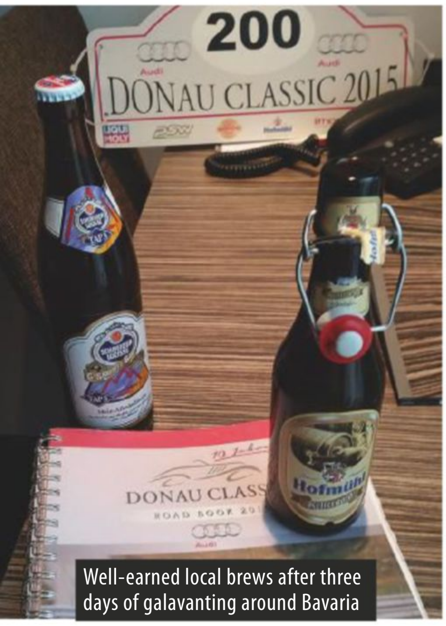
NSU-Prinz-IG-Rosenheim
RO TT 1200

VW Classic's '63 Samba was surprisingly nippy given its 1493cc 42bhp motivation

against Napoleon during the 1813-1815 Wars of Liberation.

The trip offered a chance to catch up with some of the other competitors for some banter and to fulfill the Bavarian law that says you must consume at least one beer a day before lunchtime, or so it seemed. Still, if it's beer you seek, there are worse places to visit than Bavaria, with its rich brewing heritage flipping between the state, monks and private individuals for thousands of years.

Having set off at 7.45am that morning and covered our pre-determined 300km route through the rolling countryside, we finally rolled into the Audi Forum in Ingolstadt at around 7.30pm, tired and a bit frazzled. That night, we wandered into town for a plate of Italian grub with all of the VW Classic team, as well as the VW Heritage guys, which was a very pleasant way to end a tiring day.



Well-earned local brews after three days of galavanting around Bavaria

## Day three

**Hallertauer Hopfenreise:** It was another early start for the Hop trip, for me the highlight of the entire rally. The sun was out, the roof was down and we cruised through the beautiful hop-rich fields of Southern Germany with a much more chilled demeanour in the car. Our need to cover the event for work meant we were never going to be competitive, so we stopped worrying about the consequences and just enjoyed watching the 180 miles accrue on the odometer, laughing every time we missed a time control or got lost. We had to laugh really as I failed to notice the fact we'd missed the first stop entirely and was issueing directions for the wrong trial altogether! Luckily, Kay saw the funny side as we pushed on deep into the countryside, surrounded on all sides by the world famous Hallertauer hops the region is known for. The fluid, rolling nature of the roads meant you could really press on at times, and although our 50bhp, fuel injected 1303 wasn't going to set the road alight, it handled well and gave a genuinely comfortable ride for the three of us. Birgit and Kay were fantastic hosts, but spending three days in a car with total strangers who speak fairly limited English definitely wasn't the

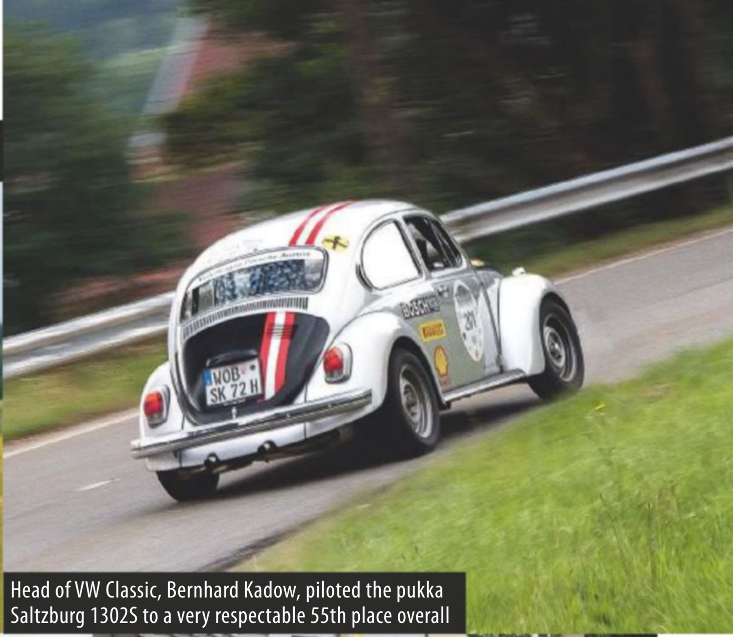
### VW CLASSIC

VW themselves built this recreation of a Mille Miglia Beetle out of a 1956 Oval Window, according to original documents and drawings from the mid-'50s. In the original car this replica is based on, mechanics from Porsche tried their luck in the classic, long distance Italian road race. The Oval has a 75bhp Old Speed engine and will participate in this year's Mille Miglia in a fitting tribute to some of the world's finest vintage cars.

BOSCH
201
DONAU CLASSIC 2015
WOB SK 72H

The original 1302S Saltzburg rally Beetles were prepared by the former Porsche-Konstruktion KG in Salzburg and created a furore from 1970 to 1974. With their 1.6-litre engines producing over 120bhp they had notable success in international rallies and, in 1973, the duo of Warmbold / Häggbom achieved overall victory in the punishing Elba Rally. 10 of these Beetles were sold in 1974 and only a few examples have survived intact, but the 1302 piloted by Bernhard Kadow, head of VW Classic, in this year's Donau Classic is one of the genuine race cars. The Recaro Pole Position seats, substantial rollcage and the power of the twin carb engine were the main giveaway items between the original Salzburg car and the replica car built by VW Heritage that our competition prize winner took on the Donau Classic. ■

Do rally icons come much bigger than Benni Hochtl's '91 Delta Integrale EVO, stonking along with a 276bhp, 2.0 turbo lump



Head of VW Classic, Bernhard Kadow, piloted the pukka Saltzburg 1302S to a very respectable 55th place overall

easiest experience of my life.

With the benefit of hindsight, I'd say this rally is something you should tackle with your mates, in a car you've got 100% confidence in. Although the aim of the event is to stay within local speed limits, I got the distinct impression not everyone took that quite as literally as our team did, taking the opportunity to push the limits of their vintage rides in the wonderful surroundings.

Certainly, the rest of the VW Classic team appeared to going at a fair old lick every time I encountered them. The 1956 Mille Miglia Bug piloted by Heiko Wacker, and one of the original 1971 Saltzburg rally Beetles (with 136bhp!) driven by the main man at VW Classic, Bernhard Kadow, weren't hanging around. In fact, they were so on it most of the time it proved difficult to get any decent pictures in focus.

Warren and Florian in the Heritage-prepped Beetle appeared to be having a good time as well, though their comparative lack of horsepower meant they really had to work hard to stay in touch with the race-prepped, twin-carb rally Beetles ahead of them.

Another stop mid-way through the day for lunch saw us hanging out at the beautiful Hotel Eisvogel in Bad Gogging, prior to setting out on the final leg of the three-day event. The majestic countryside surrounding Großmehring provided a fitting setting for us to enter the town centre and take part in what's known as the 'people party', where eager spectators hang out amidst a festival atmosphere to greet both the cars and the drivers. After another 140kms of *links* and *rechts* we finally drove into the Audi Forum in Ingolstadt for the final time and crossed the finished line to be greeted like true rally legends.

Have a guess? 1958 Auto Union 1000 SP

Team VW Classic seemed to stick together most of the way

With 136bhp and 75bhp respectively, they were no slouchs

Jurgen Nowak's '71 911 Targa was radiant

In the end, we finished 204th, which, given how little we had tried to be competitive, astounded me. What on earth were the drivers who finished behind us doing, I wondered? Perhaps they had one too many beers at lunchtime and decided to sleep it off? Warren and Florian finished a very respectable 90th, the Mille Miglia Beetle in 128th and the VW Classic Saltzburg Bug in a hugely impressive 55th.

> "In the end, we finished 204th… which astounded me"

Heino Schuller's Skoda 110R proves it's a democratic past time

Despite some exotic machinery on show, and numerous vintage VWs, Audis and Porsches, it was the rotary-engined NSU TT Prinz race cars and the Goggomobil T250 that really stole my heart.

All in all, it was an experience I'll never forget, and probably one I'll never repeat. The hospitality of my gracious hosts was exceptional and, while I didn't really get on with the low-speed rally concept, I came home with some fantastic stories. Did I mention I had a beer with Walter Rohrl, and he took me for a spin in his 450bhp S1 Quattro? ■

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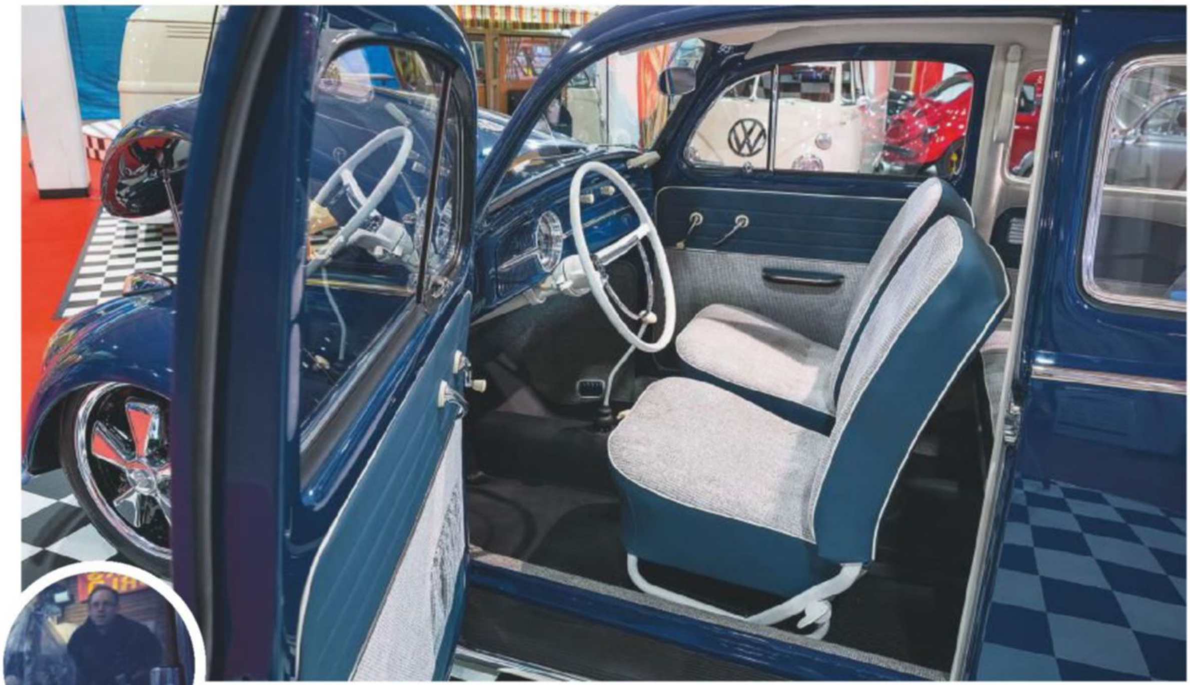


The seat fabric was chosen as I thought it looked 'factory', or at least like something VW would have used in period. It had a texture that kind of mirrored the square weave carpet and some grey thread that picked up the colours in the carpet. Floor mats are re-pop versions from Wolfsburg West. It's just a simple interior but, believe me, a hell of a lot of thought went into making it this simple

# What would VW have done?

## That's what Steve asked himself when it came to planning his interior

**OWNER INFO**

**NAME:**
**Steve Gosling**

**CARS:**
**'61 ragtop,**
**'67 Ghia**
**'69 Bay Window**

**WORK THIS MONTH:** **Waiting for the dynamo to come back from being rebuilt, so I'm re-capping on the interior and exhaust detailing**

As I mentioned last time, on the run up to the show I held some details back. A big part of that was the interior. But, to be honest, I've been holding the interior back for years as my car has actually been trimmed since November 2013, and I hatched the main part of the plan with Chris Lyons at Trimming Tonic (timming-tonic on facebook) way back in September of 2010. Yep, the interior has been done in my head for five years, although I didn't actually fit, or even test fit, the seats in the car until two weeks before the show. As such, it was a bit of a surprise to me, too.

The plan was fairly simple. Create a VW-style interior using fabrics and materials that *could* have been used by VW in period. I wanted cloth, not vinyl, tops to the seats, and wanted the same cloth to continue into the centre section of the door panels. Simple. But here's where, in the style of me, I chose to make it more complicated.

I love '58-'60 interiors, and the car is a 1960 colour, so that's the style Chris replicated, with the correct amount, and depth, of pleats on the seats. I bought some re-pop '58-'60 chrome trims for the door cards, and the correct repro horsehair padding for the seats as I didn't want overly padded 'fat' seats.

The piping on the seats and edge of the door cards was matched as closely as possible to the colour of the seat frames, and the blue vinyl on the seats and door cards was matched in colour to the vinyl on my NOS sunroof cover. This was to keep the amount of different colours used to a minimum.

The door cards were backed with the thinnest foam Chris had as I hate overly padded and puffy door panels. Mike donated the passenger arm rest from his Oval, as I prefer these to the '61 style, and is also correct for a '58-'60-style interior. Chris re-trimmed the top of it in blue and Alan at Creative Coachworks painted the bottom black. Well, I had to get some black in there somewhere and, with a repro chrome trim strip, it's yet more of my blue, black and polished thing.

So there you have it, the inner workings of a madman's mind! Over think things? Me? Never! Huge thanks to Chris for making my madness a reality. I absolutely love it. And I think the time spent fussing over the little details was well worth it. Most bits won't have been noticeable to the masses at the show, but hopefully they all add up to a nice looking, factory-esque interior. ■

In some ways it was a shame to cover up my lovely shiny 'pan and under-seat area. I love this bit of the car as it's so stupidly finished, yet no one other than me will ever see it. And I won't see it very often

For me, the interior is the icing on the cake. It was the last big thing I fitted, and sitting in it for the first time (albeit in my pants as I was filthy!) was awesome

Door panels are in the style of '58-'60 panels, with re-pop chrome strips, a re-chromed ashtray and original handles

# Ceramic coating

## Steve's search for a durable exhaust finish takes him down an interesting road

As you've probably gathered by now, I wanted my car to look good, but also to continue to look good with a few miles under its tyres. And with the exhaust this posed a problem, albeit a problem I created.

I bought a stainless steel Abarth-style 4-tip exhaust from Dan Simpson at www.vintagespeed.co.uk some time ago. It's a lovely, well made bit of kit but, with my detail hat on, it needed a bit of black on it to fit with the rest of the car. Plus an original Abarth would have been finished in black with polished tips. And here lay the problem. How do you make a stainless steel exhaust black? In my experience, exhaust paint is rubbish, regardless of the claims made by manufacturers. Whatever product I've used in the past has always burnt off due to the immense temperature an exhaust reaches. So I started looking around for an alternative to paint, something that could handle the heat more effectively. And this is when I stumbled across www.zircotec.com.

Zircotec are a heat management company, and the process they use to manage heat is plasma-sprayed ceramic coatings. It's a process that's been used in motorsport since the mid-'90s, from Formula 1 down to clubman-level motorsport, and gets way more complicated than just exhausts. However, it was originally developed for the nuclear power industry, and those guys know a thing or two about heat.

The coating is said to reduce exhaust temperatures by around 30%, which is a huge amount. So not only did Zircotec have a product that would stay black and not burn off, it would also reduce heat around the engine.

As we all know, heat is the biggest killer of air-cooled engines. That's why it's important to make sure the cooling parts of the engine function correctly, be it the seal around the engine bay or the oil inside the engine. So any reduction in heat can only be a good thing. And as the exhaust is such a massive source of heat, a reduction in temperature here should see a drop in both cylinder head and oil temperatures. To me, it was a no brainer.

> “The coating is said to reduce exhaust temperatures by around 30%”

As a side note, don't confuse this process with the ceramic paint now commonly used on aftermarket exhausts. While there's nothing wrong with such products, they only reduces temperatures by around 6%.

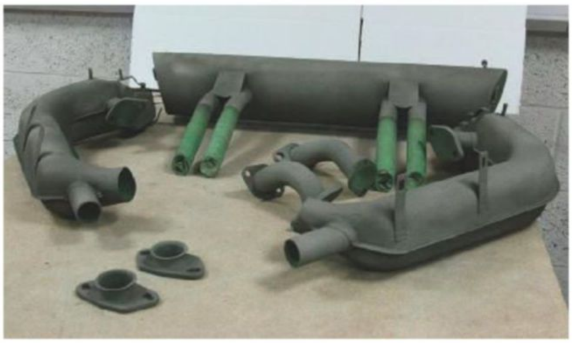
Zircotec offer a range of different coatings, but the two we're interested in are Performance Colours and Primary Range. Performance Colours, as expected, offers a bigger drop in temperature (up to 33%) and is available in over 14 different colours. The Primary Range is a the lower cost derivative, offering a 25% drop in temperature, but only available in black. I'm not building a race car and money is always an issue, so when I heard lower cost and black I knew which one I wanted.

So I measured and marked how much of the four tips I wanted to remain polished, and sent the exhaust and heat exchangers off.

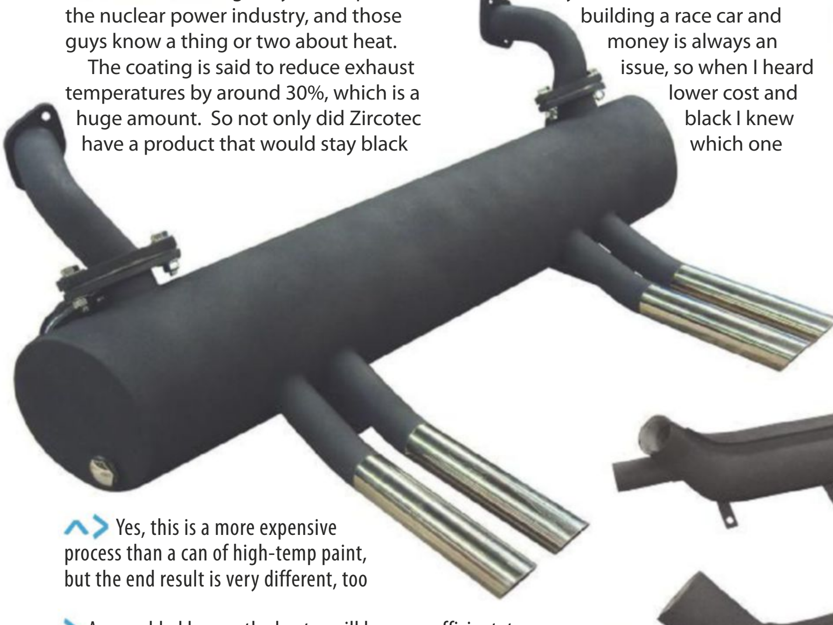
Once with them, the parts were inspected, masked and sent to be blasted. This removes any containments, before a bond coat is applied, which effectively welds the coating to the exhaust, and the colour goes on. Before any part is sent out, it goes through a quality control check.

So far I can tell you it looks great, has a nice texture and, although I haven't run any specific tests, after running the car for a decent amount of time I can actually touch the exhaust! And there's been no colour change either. I'll keep you informed how things progress. ■

^ The beautifully made Abarth-style 4 tip from www.vintagespeed.co.uk looks great as it is, but my engine detailing is all about the black and this was a big shiny bit visible from behind, so it had to change!



^ The exhaust parts after the bond coat has been applied, but before the final colour coat went on. Zircotec actually did my exhaust twice as they weren't happy with one area. That's proper quality control for you



^> Yes, this is a more expensive process than a can of high-temp paint, but the end result is very different, too

> As an added bonus, the heater will be more efficient, too. Why? Because the coating keeps the heat *inside* the heat exchanger, therefore more heat will be pushed inside the car

**USEFUL INFO**

**WHO:** www.zircotec.com

**WHERE:** Abingdon, Oxfordshire

**HOW LONG:** 10-15 working days

**COST:** Primary Black £669. Performance Black £945. Both prices are plus VAT

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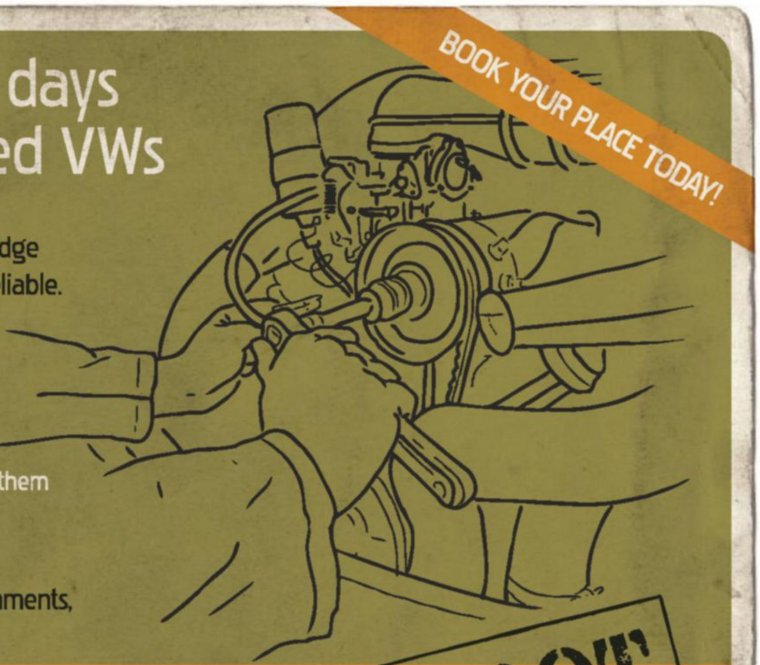
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# DIY engine build part 5

## The final leg – building the engine up to a 'long block'

**Words and photos** Matt Keene

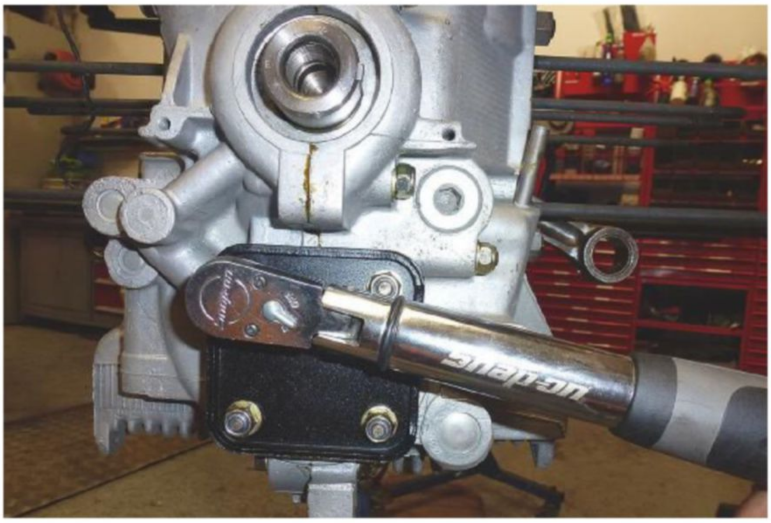
This month we finish off the engine build by adding the final components to the 'short-block' to create what is termed a 'long-block' – a complete engine minus the cooling, induction and exhaust systems. As per the rest of the series, we must stress that no corners should be cut and great care must be taken to ensure that all components are spotlessly clean prior to final assembly.

This month we start off by fitting the oil pump cover to the oil pump. Here's a little tip: before fitting the cover, pack the oil pump gears with Vaseline. This will help create a suction effect when cranking the engine over for oil pressure and will reduce the time it takes to achieve this.

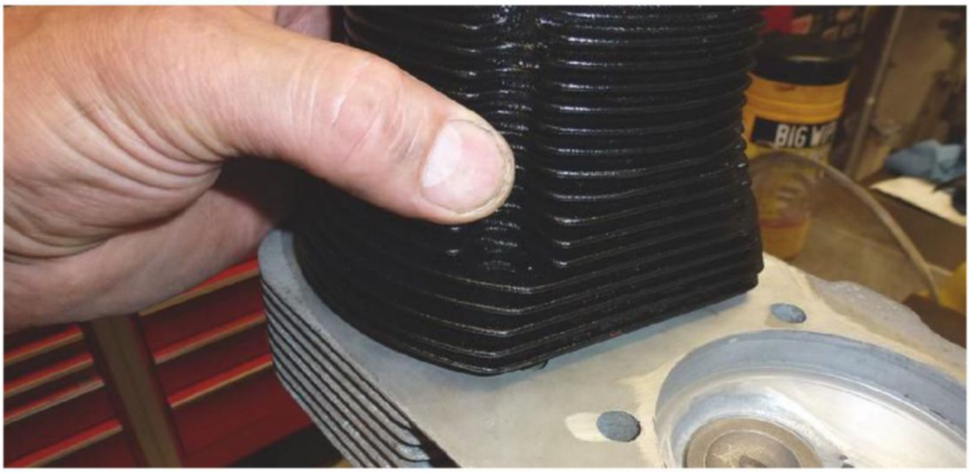
Moving onto the pistons and cylinders: ensure you fit the piston rings according to the instructions supplied with your new items. Check piston ring to piston side clearance and also check piston ring gap clearance (refer to part 3 for full details on how to do this). Once you are happy all is well, lightly lubricate the cylinder bores and piston skirts and, with the help of a piston ring compressor, install each piston to its respective cylinder bore. Now here's a point you must look out for: atop each piston is an arrow. The arrow should always point to the flywheel when the piston is installed. It would be wise to highlight the arrow with a marker pen to help with orientation.

The rocker assemblies must be thoroughly stripped, cleaned, checked and re-machined where necessary. It is important to polish the rocker shafts to ensure they are free from any scoring. This can be done by hand with 1500 grade wet-or-dry, or alternatively spun in a lathe and polished. Check the bores of the rocker arms. They often become scored and this can be quickly addressed with a fine cylinder hone. The tips of the tappet screws can be refaced if necessary. This is a very quick and cheap machine shop job.

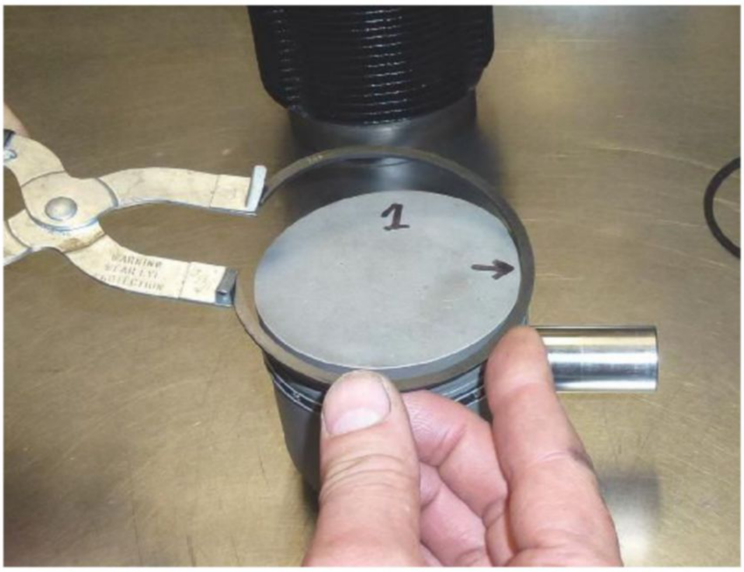
Finally, it is good practice to use sealer on all gaskets, seals and cylinder head washers (beneath the rocker assemblies). This will be good insurance against leaks.



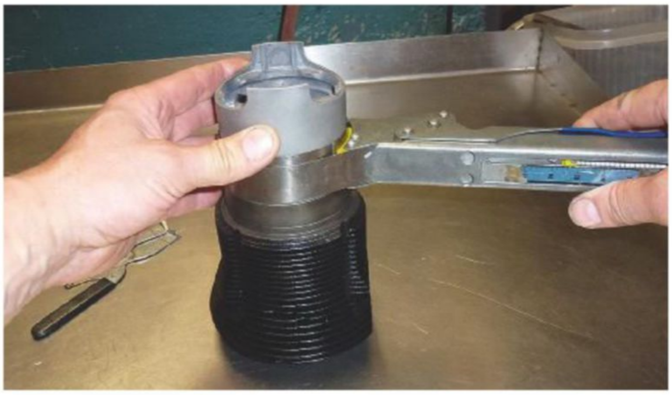
**01** Prior to fitting the oil pump cover, it would be wise to pack the oil pump gears with Vaseline. This will help create a suction effect ensuring a quick build up of oil pressure.



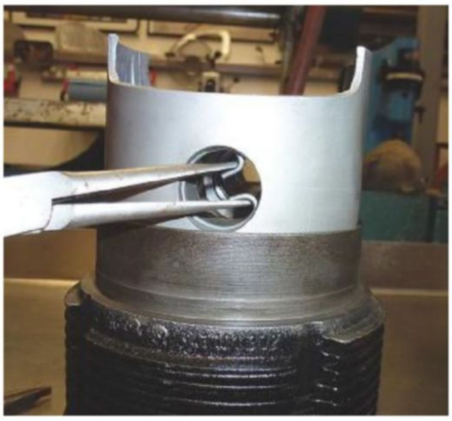
**02** It is good practice to 'lap' the cylinders to their respective cylinder head bores. This is achieved with fine valve grinding paste and a little lubrication. Ensure all traces of grinding paste are cleaned off prior to the final fit!



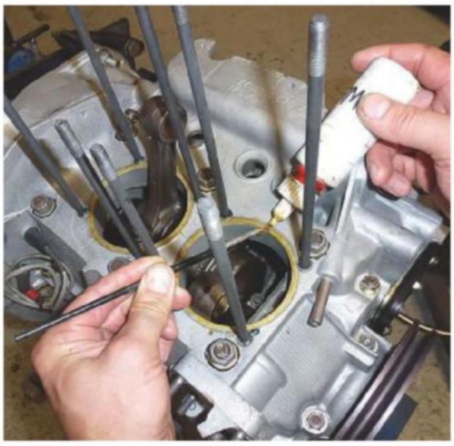
**03** The job of fitting the piston rings is made simple with a pair of piston ring pliers. They are cheap and readily available. Refer to the instructions for piston ring orientation recommendations.



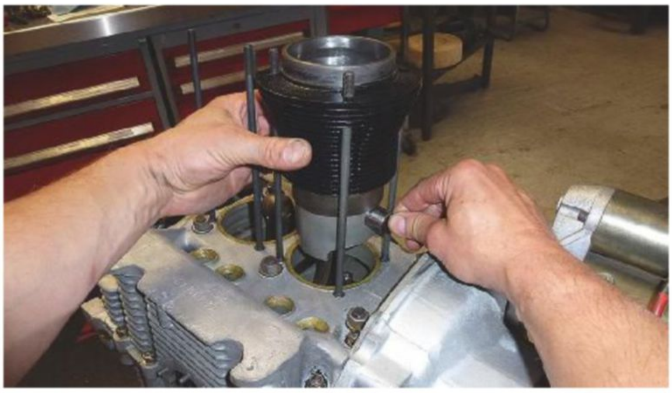
**04** Using a piston ring compressing tool, fit the pistons to their respective bores. Ensure the cylinders and piston ring skirts are lightly lubricated.



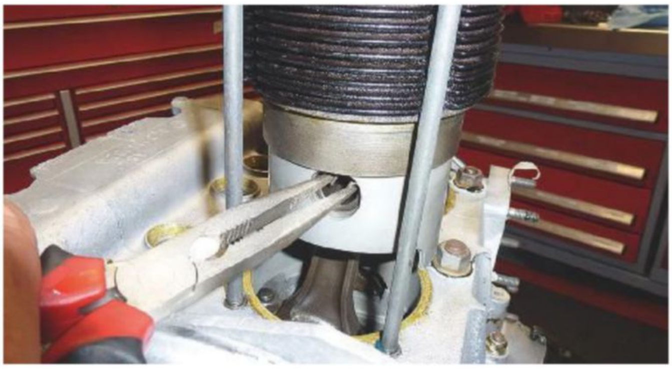
**05** Install one circlip to the piston prior to fitting the piston and cylinder assembly to the connecting rod. This will save a little time and a lot of hassle. Ensure the circlip is fully seated in its groove!



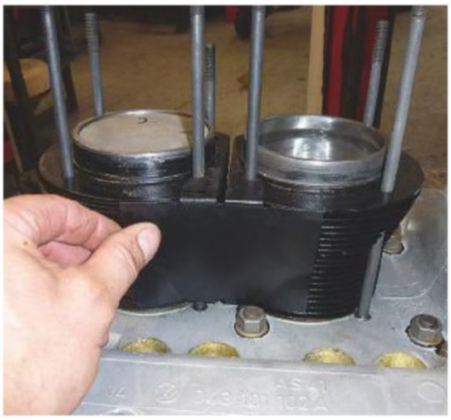
**06** Apply sealant to the crankcase cylinder spigot seating surfaces. Then apply sealant to the cylinder bases and also to both sides of the cylinder gaskets.



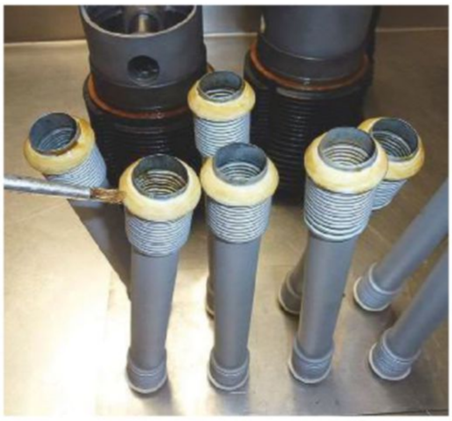
**07** Fit the piston and cylinder assembly. Ensure the connecting rod small end bush is lubricated, along with the gudgeon pin. Locate the gudgeon pin within the connecting rod bush and push it fully home against the pre-installed circlip.



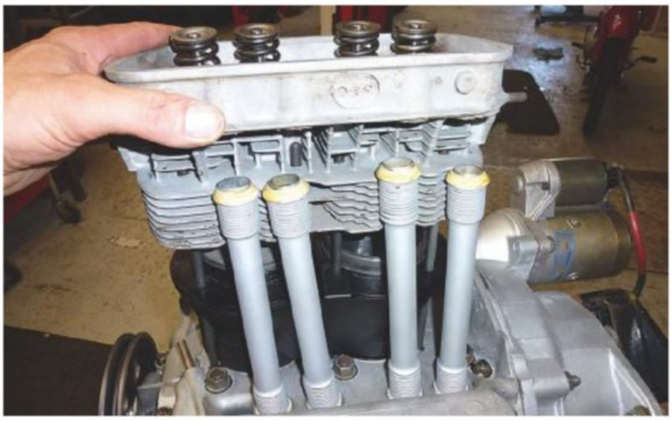
**08** Fit the second circlip using a pair of long-nose pliers. Be very careful not to drop the circlip into the engine! This would be bad! Ensure the circlip is fully seated within its groove.



**09** Fit the second piston and cylinder assembly and then don't forget to fit the cylinder undertin. This is very important at this stage, as once the cylinder head is fitted you will not be able to fit this vital piece of cooling tin!

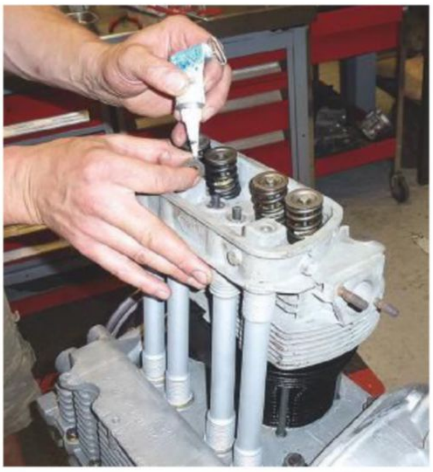


**10** Fit the pushrod tube seals to the pushrod tubes. Then apply a little sealant to the seals. Again, this is a little extra insurance against leakage.

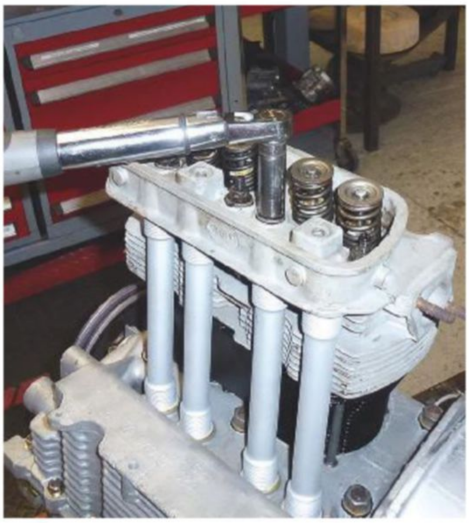


**11** Fit the pushrod tubes to the crankcase. Ideally, you should have the engine inverted as depicted here, as this will help all the pushrod tubes stay in place. Now double check you have the cylinder undertin in place and then proceed with fitting the cylinder head.

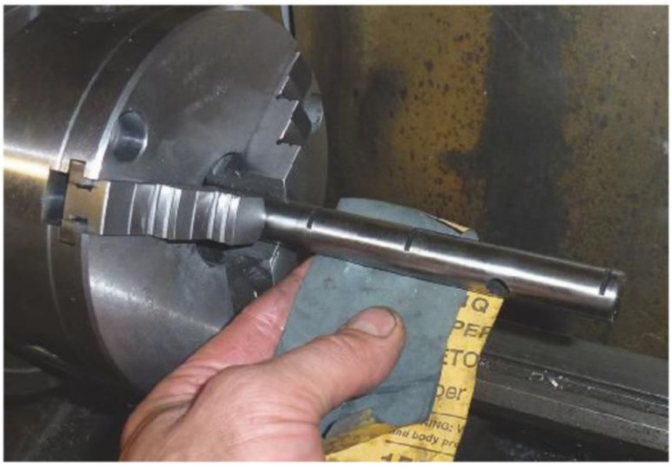
→



**12** Fit all of the thick cylinder head washers. Those beneath the rocker assemblies should have a little silicone sealant on them to help prevent any oil leaks.

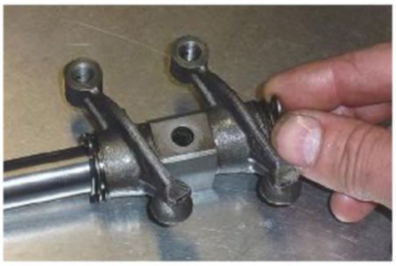


**13** Torque the cylinder heads in sequence to 18 ft/lbs for 8mm studs and 22 ft/lbs of torque for 10mm head studs. Creep up on these torque figures incrementally – ideally 5 ft/lbs for the first stage, then adding 3 ft/lbs each further stage. This will ensure the cylinder heads are pulled down squarely and evenly.

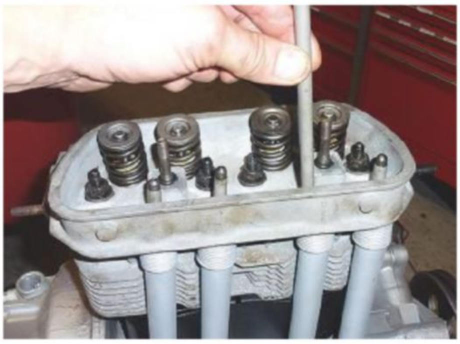


**14** Polish the rocker shafts prior to assembly. 1500 grade wet-or-dry is perfect for removing any small imperfections.

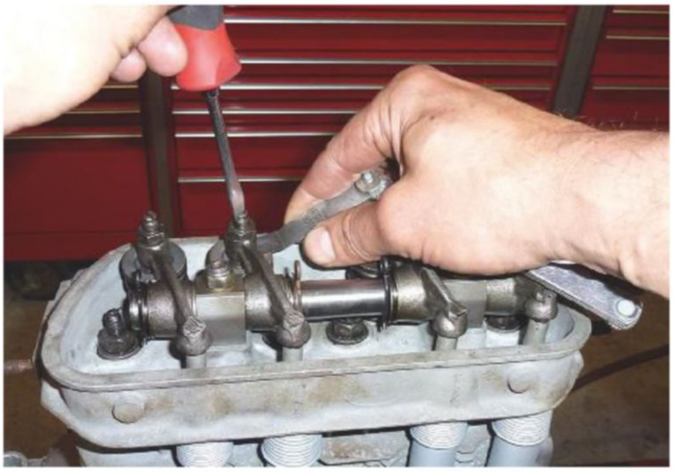
**15** Check the rocker arm bores for any marking. A small amount of scoring can be removed with a fine-grade cylinder hone tool.



**16** Assemble the rockershaft assemblies using light grade oil on all moving surfaces, including the washers and pedestals. It would be wise to have the tappet screw tips resurfaced.



**17** Fit the pushrods according to the markings you made upon engine disassembly. If you have fitted new lifters, then the pushrod orientation is not so important.



**18** Fit the rockershaft assemblies (don't forget the o-rings beneath the pedestals) and set the tappet clearances to 0.006". Start by setting piston number one to top dead centre on its firing stroke. If you have correctly fitted the distributor as detailed in part 3, then this is achieved simply by turning the engine over until the rotor arm is pointing to the notch on the distributor and the crankshaft pulley keyway is at the 9 o'clock position when referenced to the line created by the two crankcase halves being 12 o'clock. When you have set the tappet gaps on cylinder number 1, turn the engine anticlockwise 180 degrees to set cylinder number 2, followed by turning the engine another 180 degrees anticlockwise to set number 3 and then another 180 degrees anticlockwise to set cylinder number 4.

**19** Fit the rocker covers with new gaskets and push the spring clips firmly home. You now have a fully built 'long-block' and it hasn't cost you the earth! Congratulations! Now bask in the glory of your own achievements with a well-earned alcoholic beverage of your choice, as you've definitely earned it!

**Next month we continue the series by showing how to build up the tinware and ancillaries**

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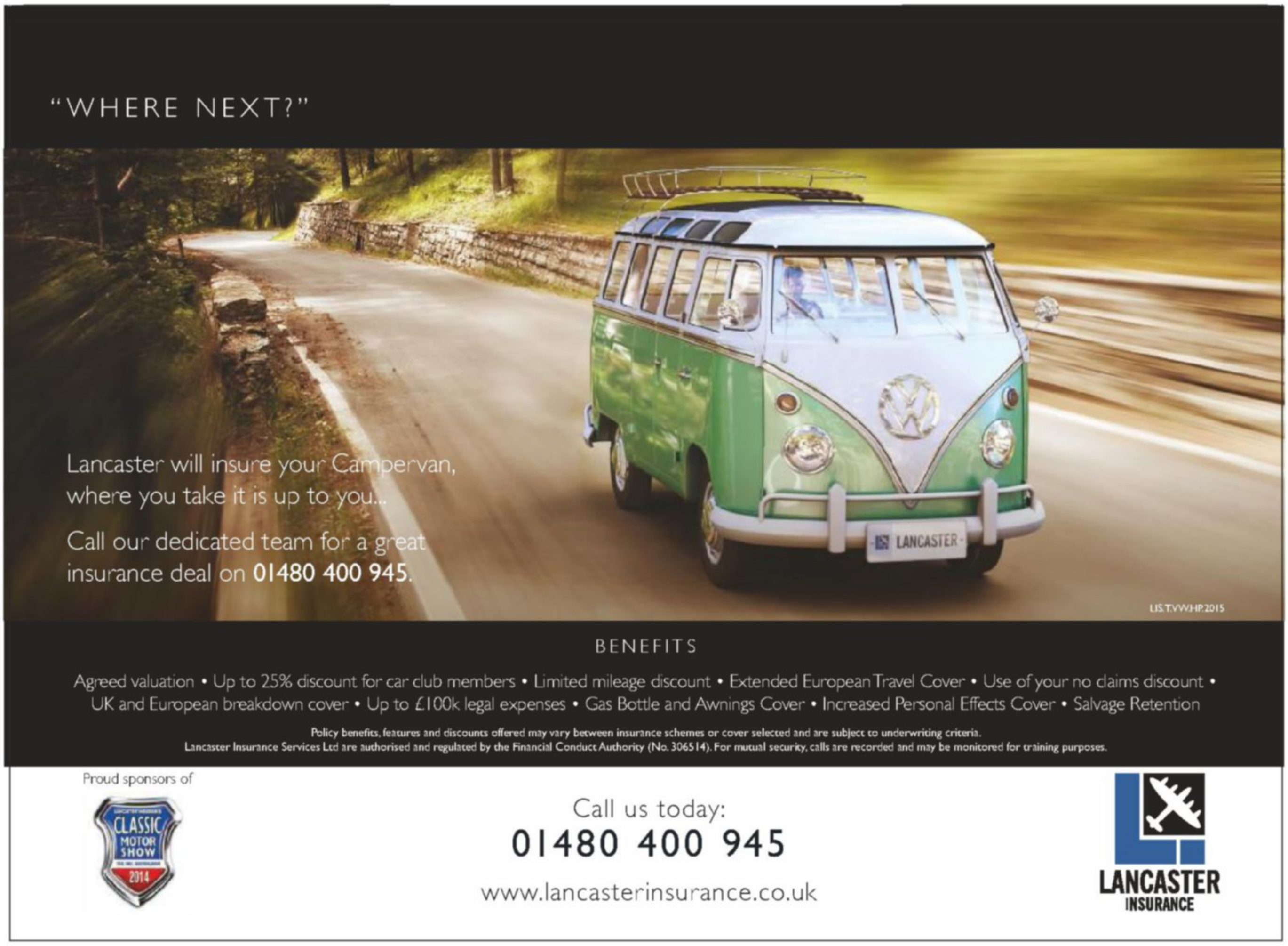

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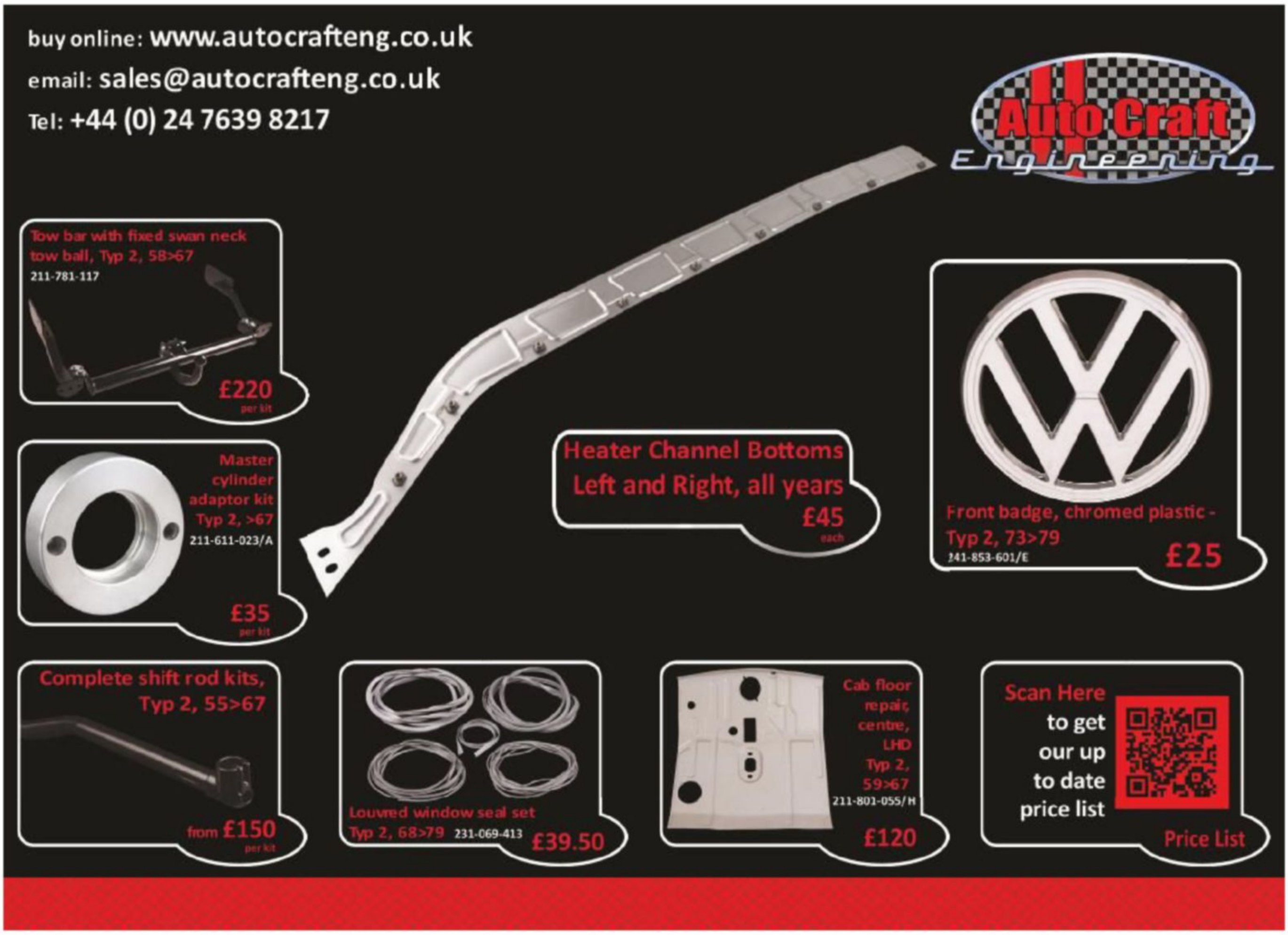
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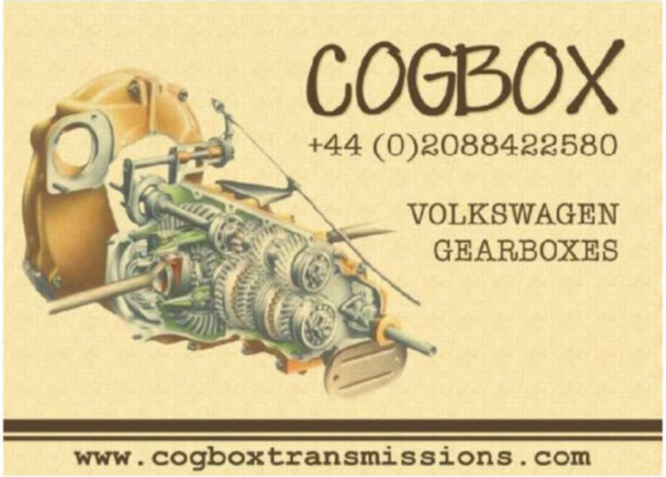
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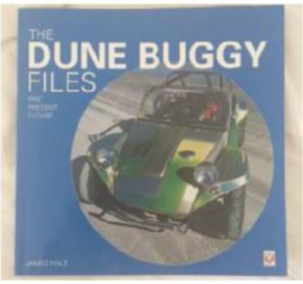

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# The Bosch 009

## Now pay attention, 009. We've come up with this rather handy little gadget for your Aston Martin, sorry, your Volkswagen. It's called a centrifugal advance distributor. Try not to break it…

**Words**
Richard Gunn

The Beetle may have been the best selling car in the world (sorry, Toyota, but your Corolla, hasn't been the same model since 1966, get over it!), but it didn't reach that lofty position because of its sparkling performance. Standard Volkswagens, even the later, bigger-engined ones, aren't exactly capable of tearing up the roads. Fortunately, the basic nature of the 1930's-designed, air-cooled engine means it's easy to tinker with and tune – from swapping over a few choice components to fitting an entirely new heavily breathed-on engine. With a classic VW, anybody can become a tuning guru. Well, sort of.

One possible starting point is the distributor. The stock Volkswagen distributor does its job well enough, but eventually, what's inside it will start to wear out and make a Volkswagen feel even more lethargic. It's also quite reliant on the rest of the engine being standard to give its best. Start playing around elsewhere and the vacuum and ignition timing can get all messed up. Things got worse in the 1970s when Volkswagen had to start worrying about emissions as well, especially in the USA, where more lean-running carburettors were adopted.

> "Its flat spot at low revs has become infamous"

But there was an answer, and it's one that has become so widely used now that it has become almost as iconic as the engines it has been fitted to. Here's the big difference: Bosch's 009 distributor doesn't rely on a vacuum from the engine, and is especially good at coping with constant higher speeds, an attribute that has made it a particular favourite with tweakers.

It all started when VW started building industrial versions of the air-cooled engine to power generators, compressors and the like. Because there was no need for these units to be run at variable speeds, only a simple distributor was needed, one that increased its advance automatically as engine speed rose, without the need for a vacuum input from the carburettor.

JF4
0 231 178 009

Bosch's much-loved 009 distributor. Because nature abhors a vacuum

Thus a centrifugal advance distributor was developed, initially by Volkswagen, but perfected by Bosch.

However, another home for the centrifugal advance distributor was soon found for the first Type 2 Buses. These were much heavier than Beetles, but still had to share the same asthmatic engines. This meant the only way to drive an early Type 2 was with your foot flat to the floor to rev the nuts off it, although many more modern Bus owners would argue that's still the only way to make any decent progress. This made the first Type 2s an ideal setting for a centrifugal advance distributor, and Volkswagen fitted it as standard. However, that also made it appeal to early modifiers, who soon started fitting it to Beetles and other VWs for racing.

The Bosch version of what Volkswagen had come up with, using a cast iron body, was initially dubbed the 010 distributor. But, after some alterations, it re-emerged as the 009. It was priced very cheaply as an aftermarket accessory and, as a result, those wanting a bit more oomph from their Volkswagen bought them by the bucketload. It didn't actually instil a car with any more power, but it did make it feel more responsive when accelerating. And, if you'd fiddled elsewhere within the engine bay, it was the logical upgrade to the stock dizzy.

Not that the 009 is without its problems. Its flat spot at low revs has become infamous. But overcoming this is all part of the fun of owning an 009-equipped Volkswagen. Good drivers simply blip the throttle to keep the revs up, while those of a more mechanical bent make the carburettor run richer to deliver extra fuel. Of course, that means economy suffers, but when has driving fast ever been about saving petrol? The distributor also needs proper setting up to make sure it doesn't cook the motor in time.

Ironically, the desirability of the 009 today means genuine Bosch ones are now expensive to buy and the market is flooded with cheap copies of dubious quality. Choose wisely, young Skywalker…

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